



**Official and Classified
ADVERTISEMENTS**
Continued from Page

WHEN ORDERING GOODS ADVERTISED
IN OUR CLASSIFIED COLUMNS WE ASK
OUR READERS NOT TO SEND MONEY IN
ADVANCE BUT TO PAY CASH ON
DELIVERY.
P. R. PURSELL,
ADVERTISEMENT DIRECTOR

AIRCO
POULTRY ROPES
AIRDALE ROPE CO LTD
LEEDS 13
Tel. Pudsey 585885/6
Telex: 556497 Airco

AIRCO
POULTRY ROPES
AIRDALE ROPE CO LTD
LEEDS 13
Tel. Pudsey 585885/6
Telex: 556497 Airco

fishing news

April 14, 1978

No. 3374

Est. 1913

15p



SITUATIONS VACANT

OVERSEAS DEVELOPMENT

KNOW-HOW vital to developing countries

Fisheries Officer

To advise on work plan, for development of small-scale fisheries and support programme of post-harvest fishery investigation on dry, salt and smoked fish: Sahe de Mer, live fish, shell, Pearl shell, aquarium fish and shark. Advise on strengthening of fisheries section in terms of personnel and equipment; recommendation and operate existing fisheries, research and carry out programme of exploratory fishing to provide data for fishery development programme; recommend an appropriate and administrative structure and appropriate high level co-ordination with government to give proper priority to fisheries questions. Applicants should have minimum of 7 years service in developing country fisheries, a natural science degree, experience in administering a fisheries department and preparation of development plans. Appointment 2 years. Salary (UK taxable) in range £8800-£11100 plus tax free overseas allowances in range £1365-£3880 p.a. (Ref. 328).

The post is wholly financed by the British Government under Britain's programme of aid to the developing countries. In addition to basic salary and overseas allowances other benefits normally include paid leave, free family passages, children's education allowances and holiday visits, free accommodation and medical attention. Applicants should be citizens of the United Kingdom.

For full details and application form please apply, quoting reference stating post concerned, and giving details of age, qualifications and experience to:



Appointments Officer,
MINISTRY OF OVERSEAS DEVELOPMENT,
Room 301, Eland House,
Stag Place, London SW1E 5DH.

HELPING NATIONS HELP THEMSELVES

Superintendent Engineer

with B.O.T. Certificate to
organise and supervise repairs and
maintenance of Aberdeen rowler fleet,
also to assist with new building projects.
Salary negotiable; company car; pension
and life insurance scheme.



Apply, in writing, to
Secretary
RICHARD IRVIN & SONS LTD.
ALBERT QUAY
ABERDEEN AB9 2ES

WANTED EXPERIENCED BAADER MECHANIC

To work in the United States
Must be familiar with grinding and
turning skidways and fitting machines.
REPLIES TO BOX NO. 327

EXPERIENCED skipper required
for small well founded trawler
£15,000, working south coast and
Seawork Limited, 6 Church Street,
Lichfield, Warwickshire, telephone: 0593
92710.

SITUATIONS WANTED

EXPERIENCED trawler skipper
wants position, preferably east coast,
references available. Telephone: 039
17 78784.



M. J. HAYNES, Designer/Proprietor
M. J. HAFENHOEN, Production Manager
VERSATILITY WORKBOATS OF RYE
RYE YACHT CENTRE, RYE, SUSSEX
TN31 7HJ, ENGLAND
Tel: RYE 3336

DESIGNERS and BUILDERS OF HEAVY DISPLACEMENT WORKING
CRAFT UP TO 16 TONNES.
In Glass Reinforced Plastic — in Hull form or any stage of completion.
Contractors to: H.M. Ministry of Defence
Designs Approved by: The White Fish Authority & The Department of Trade and Industry.

IRISH FISHERMEN WARN ON 'NEW DEVELOPMENT'

THE OFFER of a package plan costing many thousands of pounds to develop fishing in their area has not overly impressed the fishermen of Castletownbere in West Cork.

Designated a major fishery harbour by the Irish Government many years ago, the fishermen are still awaiting any evidence of the much trumpeted fisheries development of Dinis Island — and they made their feelings clear to Bord Iascaigh Mhara (BIM) officials when the new package was unwrapped in the port.

BIM development manager, John Wright, offered a list of "policies" including a £30,000 survey to locate new fishing grounds and the setting up of a gill-netting project which would make fishing on rough grounds possible. He also spoke of initial market contacts which had been made and promised an early start to a new meckler and horse meckler fishery off the south-west coast.

Alan Harkin, manager of BIM's Investment Development section, told the annual general meeting of the local fishermen's co-operative that firm discussions were underway between BIM and an Irish company for a large-scale project involving cold storage, freezing, fish processing and fish meal manufacture.

It was hoped to have the plant commissioned in about 18 months and the cost would be between £1m. and £2m.

But then he was questioned by fishermen about the two previous announcements that the Spanish company, Eiranove, was to set-up an Irish subsidiary on Dinis Island.

It was to be the first major development of this "fishing industry island". However, it is still awaited and the port of Castletownbere is hesitantly fed-up with the talk.

A costly bridge was opened to the island with no result.

Mr. Harkin said that "negotiations were proving more protected than anticipated". Later he added that Eiranove was "sending back innocuous messages" and agreed that the company "could be playing politics" whilst awaiting the outcome of Spain's application for EEC membership.

Co-op chairman, Pat Murphy, said that all the figures the fishermen had been given previously in relation to a factory were "gone by the board".

There were supposed to have been 300 people at work by last summer, and announcements that continued to be made were only leading people astray.

Local county councillor,

Den Harrington, contested the progress made industrially at another major fishery harbour — Killybegs — compared with the situation in the Castletownbere area, "where fish are being shovelled off every pier because of a lack of cold storage facilities."

Mr. Wright told fishermen that the scarcity of herring was putting heavy pressures

on existing white fish stocks on known grounds. It was necessary to mount a "first brigade" action to find new grounds.

Gill-net fishing would be controlled and the experience in Denmark was that, when rough grounds were being fished, the traditional grounds recovered.

Mr. Harkin announced that BIM would be giving a £20,000 grant towards the work of extending the Castletownbere co-operative facilities. He said that "rapid strides" were being made towards completing industrial sites on Dinis Island.

This meeting, however, decided to send a deputation to the Minister for Fisheries seeking a "speeding-up" of operations at Dinis.

He again called for early action on this, so as to get on with the building up of the fishing industry in a spirit of the widest possible co-operation.

The IFPEA has had many meetings with the Minister for Fisheries in recent months and the main problems of the processing and trading sectors have been fully thrashed out.

The association is confident, following important policy decisions of these sectors, that serious action will be taken by the Minister's Department to implement new measures.

This will give new life and confidence to investors in the shore-based industry and provide much needed additional employment opportunities.

Mr. Love referred to statements attributed to the Minister for Fisheries in the national press during February and March about the proposed setting up of an advisory council for the fishing industry which would be representative of the many organisations now involved.

These plans were seen as interim arrangements pending the drawing up of a common fisheries policy for the EEC as a whole.

Mr. Love referred to statements attributed to the Minister for Fisheries in the national press during February and March about the proposed setting up of an advisory council for the fishing industry which would be representative of the many organisations now involved.

These plans were seen as interim arrangements pending the drawing up of a common fisheries policy for the EEC as a whole.

Mr. Love referred to statements attributed to the Minister for Fisheries in the national press during February and March about the proposed setting up of an advisory council for the fishing industry which would be representative of the many organisations now involved.

These plans were seen as interim arrangements pending the drawing up of a common fisheries policy for the EEC as a whole.

Mr. Love referred to statements attributed to the Minister for Fisheries in the national press during February and March about the proposed setting up of an advisory council for the fishing industry which would be representative of the many organisations now involved.

These plans were seen as interim arrangements pending the drawing up of a common fisheries policy for the EEC as a whole.

Mr. Love referred to statements attributed to the Minister for Fisheries in the national press during February and March about the proposed setting up of an advisory council for the fishing industry which would be representative of the many organisations now involved.

These plans were seen as interim arrangements pending the drawing up of a common fisheries policy for the EEC as a whole.

Mr. Love referred to statements attributed to the Minister for Fisheries in the national press during February and March about the proposed setting up of an advisory council for the fishing industry which would be representative of the many organisations now involved.

These plans were seen as interim arrangements pending the drawing up of a common fisheries policy for the EEC as a whole.

Forester boost for Hull

HULL WAS expecting a landing this week which could top the £90,000 mark. The Newington stern trawler C. S. Forester made £86,990 from a partial discharge on Wednesday of 2,134 kits.

Another 866-kits, including 150 of haddock, were discharged on the Thursday market. Skipper Dick Taylor had brought the vessel back from a 22-day trip to the Norwegian coast.

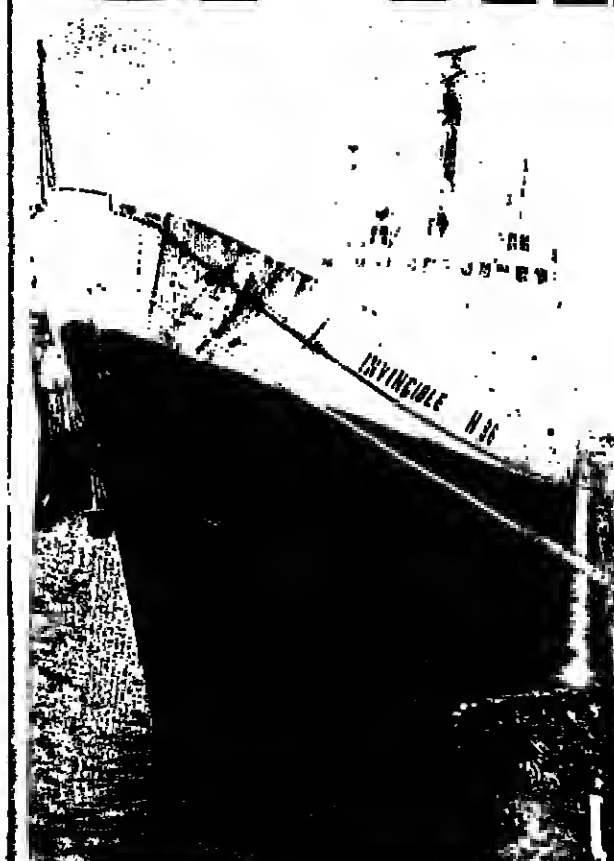
Average prices per 100-lb kit for C. S. Forester's catch were: codstuffs £36.11 and haddock £40.71.

On Tuesday Hamilton's Gerontius (Skipper P. Grayburn) — back from the day trip to the Norwegian coast — grossed £46,262 for £1,490 kits. Average prices were: £33.68 for codstuffs and £39.81 for haddock.

Boston's big one

THE USA Fish Expo, devoted to attract 275 exhibitors, and 10,000 visitors to a new feature display of floating vessels.

The Expo will be in the Hynes Auditorium, Boston, from October 28 to 31.



INVINCIBLE: one of the big freezers Hull hopes to get back from Grimsby. She is seen here between trips at Grimsby last week.

Hull is 'dead on its feet'

THIS WEEK Grimsby was shrugging off Hull's claim to be the Humber port of the future.

Several of the South Humber side's trawler owning companies are already hooked with Hull and consequently did not feel able to comment.

One company spokesman, however, said: "They are, of course, entitled to their views, but no one at Hull is in the least concerned about this so-called threat to Grimsby's dominance of the Humber."

Hull is dead on its feet and every single Hull owner now has fishing interests at other ports because they know the writing is on the wall. "Grimsby is surviving because the port is helping itself. Hull's hopes seem to rest on going to the Government with a begging bowl."

Another North Sea operator said: "A report like this may impress a few people outside the industry, but it does not tell anyone inside it. Grimsby has always had the best markets and that is why Hull is in the mess it's in now."

foreign trade there is on the Humber and that speaks for itself."

Several other people were mystified by Hull's claims to better facilities and pointed out that Hull had no proper long arrangements for wet fish vessels on the present fish docks and may shortly have nowhere to fish the 34 freezer trawlers — assuming BUT transfers its six Grimsby-based freezers there — on which the report sets such hopes.

Councillor Chesney Brooklesby, the leader of Grimsby Borough Council, said that Hull had passed the point of no return as a wet fish port and the market there had virtually disappeared.

He added that Grimsby was unchallenged as the main wet fish port both on the Humber and in the country as a whole.

Grimsby had never intended during Hull's freezers across the Humber and it had always recognised the need for the freezers, which were likely to be the last to be built to operate from Hull for the time being, said Mr. Brooklesby.

THE SURVIVAL battle on Humber side has taken a new turn with Hull staking a claim to be the port of the future. A call was made on the Government last week to provide temporary assistance to help the port retain its present level of facilities. "The industry cannot afford two ports on Humber side," says the Hull Fishing Vessel Owners' Association and, backed by the City Council, has put forward proposals in which it claims over £2m. a year could be saved by concentrating both wet and freezer fishing on one port.

"Hull is unquestionably the better port on the Humber for the operation of the larger fishing vessels in general and the 34 freezer trawlers in particular."

"In addition excellent facilities already exist for the discharging and handling of wet fish," says the report.

While there has been a contraction in the wet fish fleet, Hull hopes to encourage more foreign vessels to land.

Apart from the better facilities claimed for Hull, vessel owners say that it is the cheaper port to use.

"In the case of an average sized freezer trawler, this is in the order of £20,000 per vessel per year, or in excess of £650,000 a year for the freezer fleet."

Direct comparisons are made with Grimsby when

it comes to handling freezer trawlers. Three landing berths are available at Hull — enough for the whole of Humber side — while Grimsby has only one berth and additional work would have to be done to increase landing capacity.

Among the other advantages listed for Hull are dry dock facilities, training schools and the flume trawl tank.

In 1976 the fishing industry at Hull was involved in a major move to the Albert Dock. Since this time, it is claimed that £750,000 has been invested by trawler firms in plant and buildings.

Among the other ad-



Caledonian—the Champion!

CATERPILLAR FROM CALEDONIAN
World famous for reliability and performance Cat Diesel Engines provide power to the Scottish fishing fleet, to ships, to supply vessels, drilling rigs and production platforms in the offshore oil industry, and onshore to business houses and factories amongst other applications.

And every Cat-built engine from Caledonian has the added protection of CAT PLUS, your security from the moment you consider buying and right through your engine's lifetime.

CAT PLUS covers methods of financing, equipment selection and Caledonian power systems tailored to your needs.

CAT PLUS includes our product support. High parts availability from 8 depots, quality field service and diagnostic skills, preventive maintenance contracts, parts exchange, service training, scheduled oil sampling.

So if you need power you can depend on from start to finish, go for CAT PLUS. Power from the Champion — CALEDONIAN.



Caledonian Trawler & Equipment Co. Ltd., Ballintra, Glasgow, Telephone: 041 221 1111, Telex: 77 245
Agents: Aberdeen, Belfast, Birmingham, Bristol, Cardiff, Dundee, Exeter, Glasgow, Harrogate, Hull, London, Liverpool, Manchester, Newcastle, Nottingham, Oxford, Plymouth, Reading, Southampton, Swansea, Telford, Torquay, Wakefield, Wigan, York.
Caledonian Trawler & Equipment Co. Ltd., Ballintra, Glasgow, Telephone: 041 221 1111, Telex: 77 245

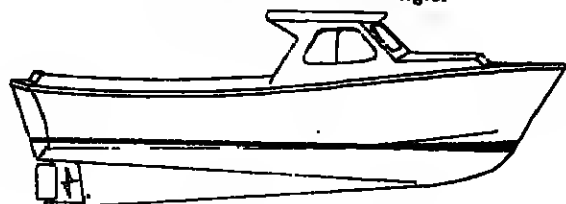
LOCHIN MARINE

ROCK CHANNEL
RYE SUSSEX
Telephone Rye 3724

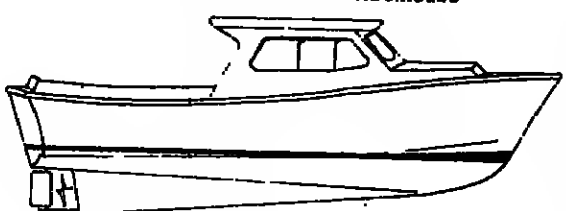
Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.

★
Factory premises, designs and production techniques have all been approved by
LLOYDS - DET NORSKE VERITAS - W.F.A. - D.T.I.

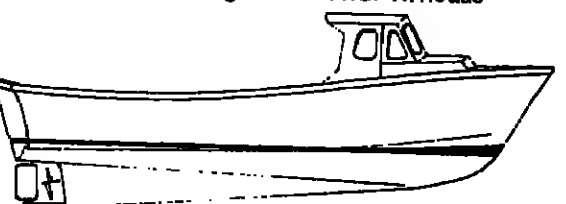
★
Feet Fishermen/Charter Angler



Fast Fishermen Ext. Warehouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



Hull design: Robert Tucker, A.R.I.N.A.

ALL VERSIONS 33ft. x 11ft. 9in. x 3ft. 6in.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

FAST — STABLE — SEAWORTHY

The choice of professionals who know the sea and demand the best.

WEST COUNTRY

RADAR — RADIO/TELEPHONES — AUTOPILOTS
SONAR — FISHFINDING SOUNDERS ETCI
Onco — Sellar — Atlas — Sperry — Saiting — Jno
Wesmar — Neco — Carrek, and all the leading names.
OUR ENGINEERS ARE ONLY A TELEPHONE CALL AWAY FROM YOU!

Night and weekend emergency services
Marine electronic equipment at its best.

SEABOURNE ELECTRONICS LIMITED
27 Southside Street, The Barbican, Plymouth
Tel: (0752) 28114 — Telex: 44488

'FORESTER' BLASTS BRITISH RECORD

A NEW British wet fish earnings record was set up at Hull last week when Newington's stern trawler *C.S. Forester* grossed £92,458 for 3,040 kits. This outstanding performance followed a 23-day trip to the Norwegian coast and the Barents Sea by Skipper Dick Taylor.

The returns were just £24 above the previous record established by the same vessel and skipper just over a year ago. Then, a turnout of 2,982 kits after a 20-day trip to the Barents Sea made £92,434. Although the Icelandic trawler *Ogri* has made bigger grossings at Grimsby and also abroad, the Newington vessel remains supreme among the British fleet.

Fourth

The 170 ft. Beverley-built stern fisher headed the British wet fish earnings league for a second year by making £739,732 in 1977, and her latest trip is the fourth in which Dick Taylor has topped the £80,000 trip grossings mark with this ship.

Before hitting his first £90,000 trip, he had trips of £84,838 early last year for 2,887 kits followed in mid-March by a landing of 2,859 kits which made £87,837.

Skipper Taylor is now sharing the command of *C.S. Forester* with Bill Brettell on a two trips on two trips off basis. She sailed on Saturday with Bill Brettell as skipper.

So far this year each of these Newington skippers have completed a couple of trips with the vessel.

Dick Taylor's first trip in 1978 — which lasted for 26 days to the Norwegian coast — made £79,915 on March 8 for 2,612 kits.

Of the big turnout last week, some 2,223 kits were shelf fish, but there were no flatfish.

Landing and marketing was spread over a couple of days because of two reasons — a mechanical breakdown and an overtime ban by Hull fish bidders.

The overall averages per 10 st. kit were £31.75 for codstuffs and £39.06 for 706 kits of haddock.

...French surprise

THE stern trawler *Tour-malet* made a two-day landing at Hull this week which is believed to be only the second by a French trawler in living memory.

The turnout began on Monday with a £32,861 return for 1,308 kits including 814 kits of haddock and some codstuffs.

On Tuesday the discharge was completed when she clocked up another £24,291 for 927 kits, including 522 more of haddock.

Her total trip receipts were £58,820 for 2,273 kits of Western fish.

The first French landing is believed to have been by *Grocinex* in September last year.

Men who have served in the local industry for around 50 years — including the former head of Hamling's fish sales department, Len Solly, and ex-local officers' guild president Jack Ellis — could not recall any other French landings.

£92,458 VOYAGE

Talking to *Fishing News* Skipper Taylor said: "Obviously we are very pleased with the trip. When we think that the industry is in the depths of despair, it is very nice to come up with a trip like this."

"Everything went fine for

us. We had fine weather all the way and our trip was split — half of it being on the Norwegian coast and half in the Barents Sea. One haul on the Norwegian coast was in the region of 400 baskets."

Although *C.S. Forester* had been the only vessel landing for Hull's Wednesday fish market last week, Thursday's sales comprised of 1,131 kits (the completion of the turnout) and a discharge of 1,131 kits from the Icelandic vessel *Helmoy*. She made £41,618.

Talks on Iceland

FISH porters at Fleetwood have delayed their decision on Icelandic fish being landed at the port following a visit by an Icelandic official on Friday.

The men met this week, discuss if they should lift the ban on Icelandic trawlers at the port.

The port is undergoing a severe shortage of supplies which threatens widespread unemployment and 'strange' vessels could elevate the situation.

Falmouth smell probe

SKIPPERs of Eastern Bloc factory ships and trawlers unloading in Falmouth waters are being asked to attend a meeting of the local Port Health Authority.

They face accusations of

excessive smell and noise made by their vessels in Corrick Roads.

The authority decided last week to call a meeting of maritime authorities, customs officers, shipping agents and skippers in an

attempt to settle problems before the mackerel season starts again next Autumn.

Port health inspector David Rye said he had spent many hours investigating complaints of smell and noise from the foreign factory ships.

Several authority members had accompanied him and a local MP had boarded one of the processing ships.

Mr. Rye said the coastline, with deeply-indented coves, tended to retain the smell. He warned that the authority might find itself "sitting on extremely thin ice" if it attempted to bring a prosecution under the 1936 Public Health Acts.

Not only had a nuisance to be proved, but the court had to be satisfied that it damaged health.

Authority member, Mrs. Pamela Jones, said the continual droning of the factory ships by day and night was well above the tolerance of most people. She added that the stench of fish in Falmouth on a recent Saturday afternoon had been almost unbearable.

Mr. Rye said the different countries seemed to work in different ways. The Italians blast-froze their fish, returning home with it and causing no problems. The Bulgarians plate-froze it, causing more noise but few other problems. The Russians, out in the Bay, used machinery which interfered with TV reception, but did not make offensive noise or smells.

The East Germans were the biggest problem, said Mr. Rye. Their vessels handled 60 tons of fish a day — and that meant 25 tons of offal which had to be processed immediately into fish meal.

fishing news

Editor: Harry Barrett

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

Advertisement Director: Fred Pursell

Advertisement Manager: Bill Barber

Managing Director: W.A. Cattles

110 FLEET STREET, LONDON EC4 2JL

Circulation: Ann Dunsford
75-77 Ashgrove Road, Ashley Down, Bristol BS7 9LW
Tel: 0272 425711

Published weekly

Postal subscription rate: £8 per annum
£5.50 overseas

Registered as a newspaper at the Post Office.

ABC

Tel: 01-463 6961; Telex: 21677

NORWAY WARNS OFF SCOTS SEINER

A SCOTTISH seiner was ordered to leave the fishing grounds after a Norwegian boarding party found that her skipper was not keeping a log. Two trawlers were also warned about not complying with Norwegian regulations earlier this month.

The seiner *Supreme*, which works out of Peterhead, was asked to leave the Norwegian zone and the pair trawlers *Morning Dawn* and *Unity*, also from Peterhead, were understood to have been warned about the regulations.

All three skippers were unaware that they had to keep

what the Norwegians term a 'fishing diary', in which the gear carried, estimated catches and movements of the vessel have to be logged. The Norwegians insisted that these measures were necessary under a transitional agreement which runs until the end of this year.

A Scottish Department of Fisheries spokesman said that these regulations had been passed on to industry representatives. But they do not seem to have got through to the fishermen.

As the regulations are contained in an 82-page document, it is not surprising that there has been some difficulty interpreting everything the Norwegians require.

There has, however, been an assurance from Norway that there will be no prejudice against the future operation of the vessels involved in this latest incident.

More 'war' patrols

EAST coast poacher patrols are to be stepped-up in a bid to stamp out illegal drift netting and preserve salmon stocks.

The River Tweed Commissioners' high-speed patrol boat — scuttled at her moorings during last year's salmon war — will be put to greater use.

It is also anticipated that fishery protection ships will make more regular patrols.

The commissioners' superintendent, Group Captain John Proudlock, told an annual meeting at Kelso they could only "keep saturating the area with patrols."

Mesh net sizes form an important part of the transitional arrangements. For trawls or Danish seines of single thread, not made of manila or hemp, a 70mm minimum applies. For double-thread nets, not made of manila, hemp or algal, the limit is 75mm.

Manila, hemp or algal trawl and seine netting requires a minimum of 80mm and for shrimp trawls 16mm.

After December 31, an 80mm minimum will be in force on all nets used south of 62° in the Norwegian sector of the North Sea.



Supreme — the Peterhead seiner asked to leave Norwegian waters.

Whitby boats make a killing

THE skippers of half-a-dozen Whitby inshore trawlers were well pleased when they put into Grimsby early last week. They had dropped on to some good cod and codling fishing near the Humber.

The vessels each bettered more than £30 per kit for catches of between 84 and 129 kits — and it was generally reckoned this was much more than they could have expected at Whitby.

So many vessels landing heavily at that port would almost certainly have depressed the local market.

The inshore boats *Anmora* and *Coro-Sol*, landing to Hamling, earned £3,106 and £3,832 respectively, but *Som Chapman* a agency secured the best average price of £33.79 per kit which was picked up by *Ard Aidhm*.

Also landing was *George Weatherill*, *Scoresby* and *C.K.S.*

Twin-engine trawler

GRIMSBY inshore trawler owner Tom Walkley has seen the keel of his new 59ft. long twin-engined steel inshore trawler laid at a Portsmouth yard.

Mr. Walkley, who owns the Grimsby-based 68-footer *Victory* which has landed four port record trips recently, has ordered a 40-ton class vessel from South Ocean Services (Commercial Craft) Ltd.

The trawler is being built at Woolston and delivery is expected in August this year. The design is by Porthleven naval architect Denis Swire and the first in the class, *Lia G*, was launched last year for Brixham.

The new trawler is of steel double-chine construction with soft nose stem, a good sheer line and round transom quarters. She will be equipped with two 3306TA Caterpillar diesel engines each developing 235hp which will give her an estimated speed of 9½ to 10 knots.

The engines will be geared through 3.83:1 hydraulically-operated boxes to twin propellers.

The stern trawler will carry 3,380 gallons of fuel and have a fish hold capacity of 1,600 cu. ft. The deck machinery will comprise a Mestra four-drum trawl winch and accommodation includes a four-berth rear cabin and galley aft of the wheelhouse.

KRUPP
ATLAS-ELEKTRONIK

ATLAS Rugged Radars.
Considered to be too expensive.

This has been changed.

We have reduced with immediate effect the price gap between ourselves and all competitors. We can't allow the cost aspect to be a safety and quality talking point.

ATLAS Rugged Radars have gained the reputation in the field of merchant shipping as belonging to the best on the market.



Take us at our word.

Talk to your ATLAS representative straight away. He can do much more for you as of now.

KRUPP (U.K.) Ltd.
KRUPP ATLAS-ELEKTRONIK
DIVISION
Unit 12 Kirkhill Place
Kirkhill Industrial Estate
Dyce, Aberdeenshire

Brown & Perring (Instrumentation) Ltd.
7 St Botolph Street
London E.C. 3A 7TD
Phone 283 16 99

Vyner (Surveying Equipment) Ltd.
Knights Chambers, The Square
Wickham, Fareham PO17 5JW
Phone 832 805

Or write directly to us. We'll ensure that you receive prompt and qualified advice.

KRUPP
Fried. Krupp GmbH
KRUPP ATLAS-ELEKTRONIK
P.O. Box 44 85 45
D-2500 Bremen 44
Phone (0421) 4 58 31
Telex 02 44 890



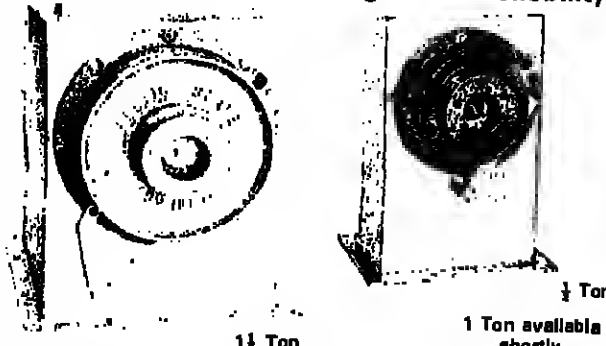
GOLLOP TRAWLS
The South-West's Trawl Net Factory
MILLGREEN, LYME REGIS, DORSET
Tel. Lyme Regis 3620

AGENT FOR IVER CHRISTENSEN'S
Single and Pair Boat Midwater Trawls, Shrimp and White Fish Trawls, Tangle Nets for Plaice, Sole and Crab

S.W. AGENT FOR EURONETE
Skagen Warp, Orange P.E. Rope, Blue P.P. Rope, Twines and Netting, Shackles, Swivels and Floats.

TOP QUALITY UTZON NETTING
For the repair of I.C. Midwater Trawls.
Plus our own range of Trawls for vessels 20ft. - 90ft.

SHELL FISHERMEN — CELTIC SLAVE — for Performance, Long-life & Reliability
HAULERS



SOUTH WESTERN MECHANISED FISHING
C. J. Steacy Design Associates Limited,
Vann Park, Stoke Fleming, Dartmouth, Devon.
Telephone: 080 427 483

MORRIS
1 Ton Trawl Winch

Hydraulic or belt drive. Standard drum capacity 120 lb/ton of 1 1/2 in. wire. Larger capacity drums made to order.
Suitable for boats 25ft. upwards.

Details from **LESLIE G. MORRIS**
40 CENTRAL AVENUE, TELSCOMBE CLIFFS, SUSSEX.
Tel. Day Haverton 3484 Evenings Peasehaven 4801

WAYDON
Mouldings Ltd.
Tel: BURTON LATIMER 3488

LOBSTER POTS
Moulded in Polypropylene giving a very tough pot. Detachable bases for inter-stacking during carriage. Available ex-stock!!!
at £4.75 + VAT & Carriage
Finndon Station Road, Finndon, Wellingborough, Northants.

For deliveries in Ireland contact: Coastal Holidays Marine, Pier House, Glenties, Co. Donegal. Tel: Leno 81.

VERSATILITY WORKBOATS
VERSATILITY WORKBOATS OF RYE
RYE YACHT CENTRE, RYE, SUSSEX.
TN31 7HJ, ENGLAND
Tel: RYE 3338

DESIGNERS and BUILDERS OF HEAVY DISPLACEMENT WORKING CRAFT UP TO 18 TONNES.
In Glassfibre Reinforced Plastic — In Hull form or any stage of completion.
Centreforce for H.M. Ministry of Defence.
Origins Approved by The White Fish Authority & The Department of Trade and Industry.

INDIAN PARTY IN LONDON

AN EIGHT-member delegation of the Marine Products Export Development Authority of India (MPEDA) — currently visiting West European countries — is in London until tomorrow (Saturday, April 15).

The main objects of the visit are to examine EEC markets, explore joint ventures in deep-sea fishing and establish warehouses for Indian fish in some European countries.

Guest

The team will be the guest of the EEC trade mission and all arrangements and appointments have been made by: The Import Opportunities Office, London Chamber of Commerce & Industry, 68 Cannon Street, London EC4N 5AB. Tel: 01-248 4444.

Quay threat to 570 crab jobs in Westcountry

A GROUP OF South Devon shellfishermen are bidding to buy the quay from which they operate to save the jobs of 570 people in the industry.

The South Devon Shellfishermen's Association is receiving help from Devon Fisheries Committee in its efforts to purchase Kingswear Quay which is on the river Dart.

It has made this decision because Dartmouth Ltd., the owners, intend to increase the quay's size.

yearly rent from £120 to £5,500.

The association realises it was renting the quay at a rock-bottom price and offered to step up the fee to £3,000 a year. But Dartmouth is keeping to £5,500.

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Tom Jones, chairman of the association, said: "The quay is the only place where shellfishermen can land their catches."

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Twenty-six crabbers use the quay and, if the rent rises goes through, then 70 full-

time fishermen and another 500 workers in the processing industry throughout Devon may lose their jobs.

Originally the quay was owned by British Rail, which did not charge fishermen for using it. Ernest Ireland bought it and allowed the crabbers to operate on 180ft. for £120 a year. When Dartmouth acquired it inflation set in.

Now the association is seeking a mortgage so that the quay can be its property.

Neco Communications present the NECOM Echosounder 60S



- * Powered at 40 watts to give good sensitivity.
- * High frequency transmitter for better fish detection.
- * White line facility included.
- * Cassette loading of 4-inch wide paper.
- * Variable paper speed.
- * Lightweight, corrosion free case.

AN ECONOMIC STRAIGHT LINE RECORDER

Priced at Only £175 plus VAT

Neco Communications Ltd
Eneco House, The Quay, Poole,
Dorset. BH15 1HJ
Telephone: Poole 79894 Telex: 417295

For all
Hardwood and Plywood

Graham-Reeves
building supplies

Millbay Docks Tel Plymouth 20982

The wide world of Lucas Marine

Lucas Marine offers an extensive range of products for the reliable generation, control, distribution and storage of electrical energy. Thanks to continuous improvement and innovation our products are unsurpassed in quality and reliability.

With the inclusion of Transmotor we can now supply generating systems in 12, 24, 32, 110, and 220V DC up to 30Kw maximum and the systems can include marine rotary converters, axial fans and motor alternators. Our range of 12 and 24v engine mounted alternators and the new leisure accessories extends our world even further with alternators, starters, protection/suppression units, navigation lights etc.

Service is extended too. Throughout the UK Lucas Marine Specialist Agents have been selected from the Lucas service network to provide service facilities. Lucas Marine place total capability at your disposal - trust them.

Lucas Marine

Contact Lucas Marine Limited, Frimley Road, Camberley, Surrey GU16 6EL.
Telephone: Camberley (0275) 83282, Telex: 888245

Keep your feet on deck!

Paint on safety with Teamac Super Suregrip

A liquid coating which dries rapidly with a hard abrasive finish. Provides a really non-slip surface for wood or metal decks.

Obtainable from your Chandler or F.M.A. or write for details to Teal & MacKrell Ltd., Lockwood Street, Farnham, Surrey GU14 7JF.

Teal & MacKrell Ltd., Lockwood Street, Farnham, Surrey GU14 7JF.

Champagne for Taylor record

THERE WAS a champagne celebration for the crew of the Grimsby middle water trawler *Nonoo* when she set a new company grossing record for owners H. L. Taylor Ltd. last Friday.

Nonoo, skippered by George 'Sonny' Hughes, scooped up £26,123 from 944 kits after a 16-day North Sea trip — and this included 250 kits of dogfish!

The 19-year-old trawler spent all her early years at the Humber port as *Goliath* with the now defunct trawler owners, Sir Thomas Robinson &

Son (Grimsby) Ltd. At 131 ft. she is one of the largest trawlers in H. L. Taylor's ten-strong middle/near water fleet.

The vessel landed on what proved to be the shortest market of the week, for there were only two inshore boats and an anchor-seiner in on the same market.

However, considering it was a Friday, the auction was very well attended and the new company record was 'on' from the moment the bidding began.



Nonoo: H. L. Taylor company record of £26,123 last Friday.

IRVIN TRAWLER ORDERS ARE CONFIRMED

TRAWLER OWNERS Richard Irvin and Sons Ltd. of Aberdeen and North Shields have now placed an order for two 98.5ft. (30m.) stern trawlers with the Merseyside shipyard of McTay Marine Ltd.

They will be capable of bottom and pelagic fishing, having a beam of 28.7ft. (8.78m.). The first is scheduled for delivery in February or March next year and her sister-ship will be ready about three months later.

They are to be built to Lloyds +100 A1 Stern Trawler classification and it will be decided whether to base them at Aberdeen or North Shields nearer the lunch date.

Both are designed to fish

for a variety of species, including mackerel. They will be the first stern trawlers in the UK fitted with a Kvaerner refrigerated seawater system and Brunvoll bow thrusters, although this equipment is in wide use in the Scottish purse seine fleet.

The machinery space will

be forward and the main engine is to be a Wichmann 4A unit of 1,350 hp running at 375 rpm.

It will be coupled by direct drive to a controllable pitch propeller housed in a propulsion nozzle. Propeller and nozzle will be supplied by Wichmann.

All the hydraulically-driven gear handling machinery will be by Karmoy and includes split trawl winches, net drum, gilson winch and submersible fish pump. All will be powered through a Karmoy gearbox from the fore and of the main engine.

A pump driven from the Karmoy gearbox will also

drive the 105hp bow thruster. A spokesman for the owners said that the bow thruster will give the vessel manoeuvrability when she is pumping fish aboard from her trawl.

The two RSW tanks will be fitted aft, port and starboard, and the model 92/82 refrigeration plant is designed to chill 39 tons of seawater from 15 deg. C to 0 deg. C in four hours, ready to receive the catch.

A fishroom with capacity for 1,000 boxes of fish will be located forward of the tanks, while a space for gutting is to be arranged below deck, aft, between the two tanks. Accommodation for two men will be arranged forward, on main deck level, and other equipment is to include Volvo and Caterpillar engines to give a 300V electricity supply.

The new vessels will be the first small stern trawlers for Irvin, although the firm already owns four larger stern trawlers.

Two of these — *Ben Ben* and *Ben Wyllie* — have successfully fished markets for a short time.

**50
years ago**

SATURDAY, APRIL 14
PLANS to extend Aberdeen fish market sent to town council and will go to its finance committee this week.

WINTER herring fishery extended for a week as catches north of Firth of Forth are still good.

£88,177 collected by 20 towns in Great Britain for lifeboat service — £3,200 more than last year.

A RECORD 7,683 tons of fish was landed at Fleetwood during Lent — close on an average of 200 tons a day.

FLEETWOOD steam trawler *Cartagena* is listed missing off the coast of Brazil with a crew of 12. Nothing heard of the vessel since a lifeboat was washed ashore on the Cumberland coast.

Digital direction finder

I HAVE received scores of inquiries from readers who want to know the best electronic instruments to use when fishing wrecks either with gill or tangle nets, or with lines.

The most effective basic instruments are a Decca Navigator and Track Plotter used in conjunction with a sonar.

Add a radar and your boat would be ideally equipped for finding and re-locating wrecks.

Inquiries do not come from experienced Grimsby skipper, Eric Loe, who may have fitted his ex-seiner *Wordley* with a Loren 'C' position finder, in addition to all other most desirable instruments for wreck location. They come mostly from owners of trawlers up to about 40 ft. who find it impracticable to prohibitively costly to install Decca Navigators, sonar and radars and who want to know what comparatively inexpensive alternatives are available.

A typical letter, for instance, arrived from a reader who operates off the south coast of Cornwall. Having gone into costs of the most effective position finding instrument, he decided to try and locate wrecks with the echo sounder installed in his

boat and a radio direction finder.

He wanted to know what RDF sets are currently available and the degree of accuracy he could expect to take bearings with them.

Some automatic direction finders cost almost as much as small radar sets; there are moderately priced receivers with which he is likely to be able to take bearings of marine radio beacons with adequate accuracy; and also low-priced, hand-held receivers which might — under favourable conditions — enable him to take accurate bearings of marina and aeronautical beacons.

His best buy would be a moderately priced receiver to take bearings of marina beacons within 100 miles of his grounds and which would give him satisfactory angles of intersection — those at Round Island in the Scillies, Ushant, Ile de Batz, Lizard, Eddystone, Start Point, Roche Douvres and Casquets.

An even more satisfactory purchase — a portable, digital radio direction finder which requires no installation of loop or goniometer for its operation — will be available in July.

Known as the Aptel Marina Digital Direction Finder 300, it is self-contained and suitable for use anywhere on the long waveband (190-500 kHz).

It is said that all you have to do to obtain a bearing is to key in the frequency of the required beacon or station, squeeze a trigger, rotate the instrument for a null reading on a meter, release the trigger and a built-in compass will be locked on to the bearing.

The instrument is 8.5 in.

John Burgess' Log



long, 3.9 in. wide, 7.3 in. high and weighs 2.6 lb. and is housed in a weather-proof plastic case so that it can even be used in the open.

Special features are that a fully synthesized, automatically tuned, digitally locked receiver guarantees precise frequency selection and high sensitivity. Special circuits eliminate station overlap and reduce electrical interference. A built-in digital timer clock provides immediate station sequence checks. And modular construction permits easy servicing.

The instrument can be used for taking visual bearings of landmarks, light vessels, etc., and for reception of longwave broadcasts and weather forecasts.

It is powered by easily obtainable batteries.

It is made by Aptel

Marine, a Division of A.E.T. Electronics Ltd., Darwin

Close, Reading, Berkshire.

Working two nets

"PLEASE explain the difference between trammel and tangle nets, and the ways in which they are made and worked?"

Basically, the description of a tangle net is a generic one; it means any kind of net in which fish become entangled instead of being caught by the gills or otherwise entrapped.

A trammel is a special type of tangle net; a ray net is another. Customarily, our description of a tangle net means a net consisting of a single wall of netting only, hung and set so that, when there is no tide running, its bottom half lies loosely on the seabed instead of forming a vertical curtain like the bottom half of a gill net.

A typical tangle net is about 25 fathoms long by nine ft. deep, made of fine twisted nylon netting with a mesh size of about 5 in. It is set in by the half and has small oval plastic floats on the headline so that it fishes 4 ft. deep. A light headline is attached to the footline.

A net of this kind will capture most sizes and species of fish including lobsters and crabs. It is used commercially for taking soles and plaice, as well as larger species such as skates and rays.

A typical trammel net is about 30 fathoms long by 5 ft. deep. It is comprised of a float line from which is suspended an inner wall of 3 in. or 4 in. mesh netting and two outer walls of 18 in. mesh netting. Meshes of both inner and outer walls are likely to be hung diamondwise, but are sometimes hung square.

The net's inner wall is set in by the half — 60 fathoms of unstretched netting mounted on 30 fathoms of floatline — and is twice the depth of the outer walls so that it hangs loosely and there is plenty of slack to be carried through the latter.

Outer walls are set in by the third, unless they are hung square and not set in at all.

Fish swim through the outer walls of the net and carry the small inner mesh netting through the large meshes of the outer wall on the other side. Thereafter, they are trapped in a pocket from which they seldom escape. Cod, skate, soles, plaice, brill, whiting, bass and mullet are all taken in such nets.

Both trammel and tangle nets are designed to be set on the bottom. At sea they are

usually worked in fleets. In estuaries and rivers one or two nets only may be worked.

Method of working is similar. An anchor with buoy line is lowered and then a few fathoms of line to join anchor to nets, then the nets are shot — usually at slack water — sthward what remains of the tide stream — and then another line is attached both to a bridle in the end of the last net and a buoyed anchor.

At sea nets are usually left down for about 24 hours; in estuaries and rivers, they may be set for two or three hours only at low water slack.

If tidal currents are strong, spare may be fixed in the outer ends of nets to help keep them upright and prevent twisting.

Injectons

"I HAVE been offered a secondhand diesel engine with 'indirect injection'.

"Can you tell me what is the difference between indirect and direct injection?"

In an indirect injection engine fuel is sprayed by the injectors into combustion chambers, instead of straight into the upper parts of the cylinders as with direct injection engines.

Vibration

"WHAT ARE the principal causes of vibration in a boat?"

An unbalanced engine; an unbalanced or mis-shapen propeller; a mis-aligned propeller shaft; and/or inefficient clearance between propeller blade tips and hull.

KRUPP
ATLAS-ELEKTRONIK

Stan M. Crawford.

He now has two Rugged Radars* from ATLAS. He would have liked to have had this quality years ago.
The new, reduced prices turned the scales.



Stan M. Crawford is satisfied.

Why isn't Stan on his own?

Because the rugged ATLAS radars, which are the forerunners of the field in many respects, are no longer lagging the field in price. This has motivated many radar

customers to opt for ATLAS. Intelligent solution of ship related problems provided in a first class high quality form. This is the safety that is invested at the outset with the choice of

an ATLAS rugged radar. If it used to be said that ATLAS Rugged Radars were the best and most expensive in the world your ATLAS representative will tell you in which way this reputation has been improved.

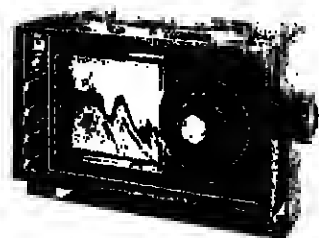
Your ATLAS representative can also do more for you. You will find him at:

KRUPP (U.K.) Ltd.
KRUPP ATLAS-ELEKTRONIK
DIVISION
Unit 12 Kirkhill Place
Kirkhill Industrial Estate
Dyce - Aberdeenshire

KRUPP

Fried. Krupp GmbH
KRUPP ATLAS-ELEKTRONIK
Postfach 44 85 25, D-2800 Bremen 44
Telephone 0421 458 31, Telex 2 44 890

N. D. 200 ECHO SOUNDER AND FISH FINDER



It's Revolutionary!
It's Japanese!
It's Portable!

They are now in operation round the coast from Cornwall to the Shetlands and have proved to be EXCEPTIONALLY RELIABLE. Its particularly sensitive transducer dispenses with the need for high power output, yet it has very high fish finding ability and excellent GROUND DISCRIMINATION. Its rugged steel case affords good protection and ensures long life.

FIVE STAR FEATURES OF ND/NF RANGE OF SOUNDERS

- * Variable White Line Facility
- * Neon Fishing Depth Indicator and/or Paper Recording
- * Sea Surface Adjustment
- * Illuminated Dial for Night Work
- * Depth Ranges up to 600 Metres

PRICE RANGE FROM £270.00

GRANGE MARINE SERVICES LIMITED

BURNFOOT LANE, FALKIRK
Tel: 0324-27321/2 Telex: 779365
TRADE ENQUIRIES WELCOME

If you want the best
fit the best

FIT P.N.P. DUERR



THE NEW 1/2 TON HYDRAULIC TRAWL WINCH

We have a complete range of reliable hydraulic deck equipment available for vessels up to 70' 0" length.
1 Ton and 1/2 Ton Trawl Winches, Double Drum or Split.
5 Ton to 1/2 Ton Capstans and Pot Haulers.
1/2 Ton to 1/2 Ton Deep Vee Pulley Automatic Haulers up to 300 feet per minute.
1/2 Ton Capacity Net Haulers, Power Blocks for Rail or Suspended Mounting.
High Speed Fish Unloading Winches, Anchor Windlasses etcetera.
Details from:
P.N.P. DUERR LIMITED, EASTERN BOATHOUSE,
BURNHAM-on-CROUCH, ESSEX, CM0 8AT
Telephone: 0821 782728

SCANMARIN NORWAY

BUOYS - FLOATS - FENDERS

Now the largest seller in the U.K. and Norwegian markets. Unsurpassed for quality and price.

Details from your local Chandler or write direct to the U.K. Agent—

Hugh Norman (Marine Sales) Limited
Ythan Cottage, Elton, Aberdeenshire
Tel. 0316 388 (810 03887 367)



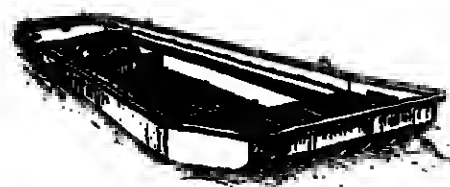
WIGHT STERLING DREDGING & PILING LIMITED

Stoats, Wiston Lane, Totland, Isle of Wight.
(088 383) 2688 or 3444

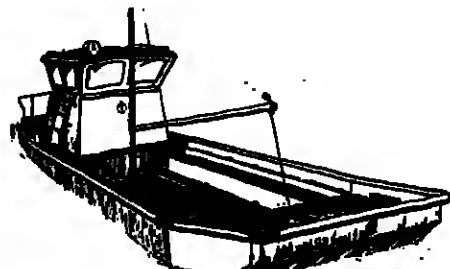
Would be pleased to offer YOU a quote in any one of our varied fields of Marine Services, i.e. DREDGING, PILING, anchor laying, etc., and also have the following:

AVAILABLE FOR CHARTER
SELF PROPELLED MUD HOPPERS • ALL TYPES OF DREDGERS • FLAT TOP PONTONS • WORKBOATS • ANCHORS, CHAIN, BUOYS, etc.

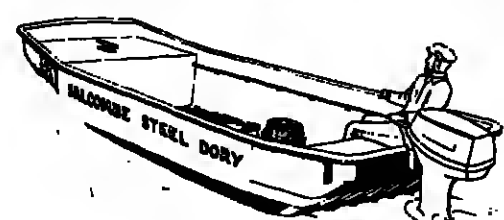
STEEL WORKING VESSELS from the E.S.J. range



18ft and 24ft TROJAN inboard powered STEEL DORY. Dimensions of larger hull: 24ft x 8ft x 2ft 6in. Carrying capacity 5 tons.



24ft TROJAN with open wheelhouse in steel. Good all-round visibility, wheel steering, engine controls. Simple instrumentation and shelving provided. Carrying capacity 5 tons.

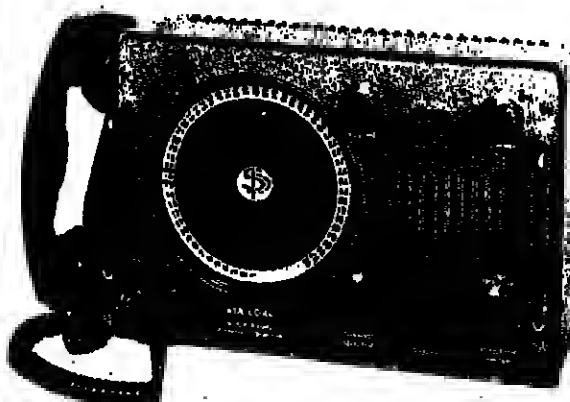


18ft SALCOMBE outboard powered STEEL DORY. 16ft x 6ft 6in. x 2ft. Carrying capacity over one ton.

E.S.J. ENGINEERING CO.
ISLAND STREET, SALCOMBE, S. DEVON
Telephone 2880 STD. 084-884 2880



SAILOR marine radio equipment



SAILOR 55 CHANNEL VHF

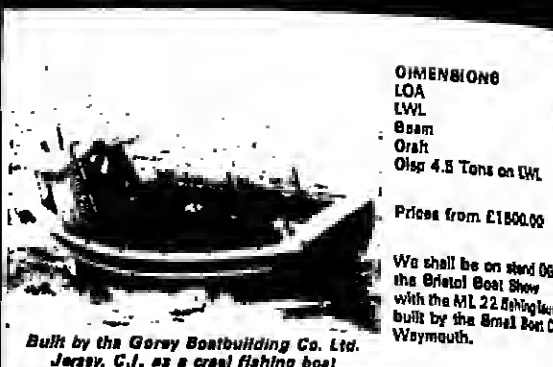
Details from
S.P. Radio
88 Park Lane
Croydon CR9 2XT
Tel: 6363/4

S.P. Radio
Albert Street,
Grimsby,
Lincoln.
Tel: 65903

S.P. Radio
8 Howard Street,
Edinburgh
Gosford
Tel: 656-3889

S.P. Radio
Woodhouse Ltd.
Gavel House, Dyce,
Aberdeen
Tel: Dyce 2884

THE ML 22



Built by the Gorvy Boatbuilding Co. Ltd.
Jersey, C.I. as a steel fishing boat

MILTON LAMINATES LTD

Specialist Industrial Laminates, New Milton, Hampshire.
Telephone: 610328

FISHERMEN'S MISSION SERVING and CARING

For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen their Wives, Widows and Children

THIS IS OUR BUSINESS

Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen

43 Nottingham Place,
London W1M 4BX

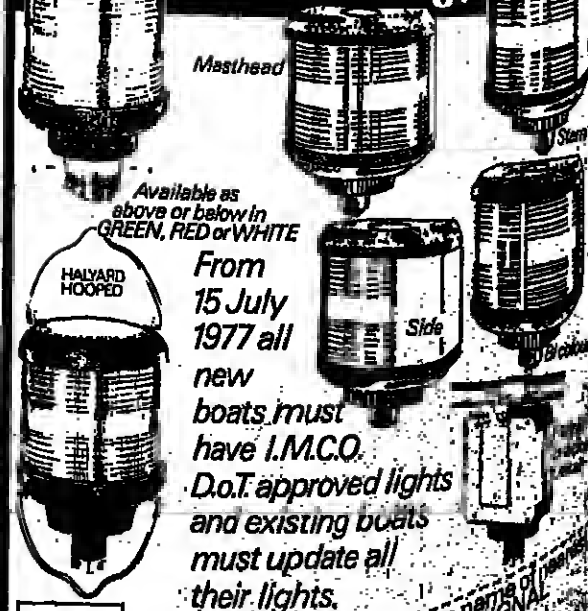
Chairman: Admiral Sir Charles Medden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen

85 years constant service to fishermen and their families

All fishing boats must update their lights. aqua signal are the first complete D.O.I. Approved range of lights for fishing.



From 15 July 1977 all new boats must have I.M.C.O. D.O.I. approved lights and existing boats must update all their lights.

INSHORE at Grimsby

A MONTHLY FEATURE



George Renton (left) and Peter Fisher, the co-owners of Floreat at Grimsby. Port charges for the boat (below) are "breaking their backs."

THE late March gales which caused such havoc on the North Sea fishing grounds also brought problems inside Grimsby fish docks where all the main small boat berths were badly congested.

It's not a new problem, but it is one which is getting progressively worse as the fleet of vessels below 80 ft. continues to grow.

The number was up to 172 by the beginning of April and, with the substantial port charges everyone is forking out nowadays, skipper and owner reckon the facilities at Grimsby leave a great deal to be desired.

It may be stretching the point just a bit far, but if you buy a first-class ticket on the railways you don't expect to travel in the guard's van. Yet, this is more or less what is happening at Grimsby where the port charges are amongst the most expensive in Britain and the small boat facilities are pretty wretched.

In the two old graving docks, where inshore boats and a few seiners tie up,

most of the timber piers only remain serviceable because of the makeshift repairs made by fishermen.

Similarly, mooring arrangements on the West Pier and in the old Board of Trade corner (colloquially termed Scrobs Corner due, so the story goes, to the numbers of foreign fishermen who plunged into the docks whilst trying to clamber ashore in days gone by) are crying out for attention.

Puddles

On the quaysides a few loads of hard core, properly concreted over and made up, are badly needed as it's a difficult job making ground at either side on foot even after the lightest rainfall. The puddles are deep and muddy footwear doesn't make for sure-footedness when stretching out over the dock on to the stem of a "snibbie."

All these problems are magnified when the docks are packed, as happened last month, with vessels moored up to each other's sterns sometimes two-vessel lengths away from the quay.

Some time ago the British Transport Docks Board took a step in the right direction by handing over the redundant concrete quays of the old Henderson and Chapman jetties to the pair trowlers where they have good berths and shore space for net fixing. However, even with double-berthing there is only enough room for about 20 vessels.

Annoyed

Right across the board people are complaining about the poor deal the small boats are getting. An example is Peter Fisher, who brought the one-time Scarborough inshore boat

Floreat (SH 6) down to Grimsby last October. He feels very annoyed about the huge increases in charges he has seen in just six months working from Grimsby.

Peter works Floreat two-handed with George Renton, his co-owner, and the pair are struggling along on such slender margins that they claim the dock dues are "breaking our backs."

Dogging

Peter told Fishing News: "We want to work Floreat from Grimsby because it's ideally situated for dogging, soiling and eppinging."

"When we bought Floreat last October the dues were reasonable enough, but everything's gone up so much since we just don't know how they justify these amounts with no facilities."

"The thing that sticks in our throats is when we complain the authorities say 'well, no one forced you to come to Grimsby.' "We wouldn't mind much if only they provided a few facilities like Scarborough does. Our port charges have trebled since we arrived."

The 48 ft. inshore trawler, engaged with e Kelvin 88, is also going through her DTI survey at Grimsby.

Before the sale Scarborough stalwart, Johnny Normandale, fished Floreat to within three months of the move to Grimsby where the new owners have concentrated on hand-lining in the Humber for cod and a little inshore trawling off Meblethorpe.

Bait

Now Floreat is set to trawl for soles off Cleithorpe and this, at least, should ease the bait problem which has beset all Grimsby's winter liners.

At the end of March lugs had reached 230 per thousand — and that's just enough to catch one lot of fish! With the price for small line caught cod dipping as low as 21 per lb, you need not be a mathematician to see the

realise how hard it can be making a living wage.

Both Peter Fisher and George Renton think bona fide inshore fishermen should be allowed to dig bait on Cleithorpe beach under licence.

"They don't realise that bait dug on the beaches around here keeps an awful lot of people in work," said Peter.

There are now less than a dozen vessels from the 117-strong fleet of inshore seiners without rope storage drums. So, with the local vessels almost completely equipped, the agents are looking elsewhere for work.

Of special interest was a two-drum Grimsby unit, Anglo-Danish fitted to the Hartlepool seiner Endeavour II (KY 358). The drum was fitted in alongside the wheelhouse. Other recent installations include a Rammie set on Ling Bank backstairing after a long spell hauling — and a Nautic set on the hard

last to abandon her collar. Bosts in the new include the winter ploverna Torma, Streymoy, Nordland and Ava Jean, which are back home after working off Hartlepool with varying successes.

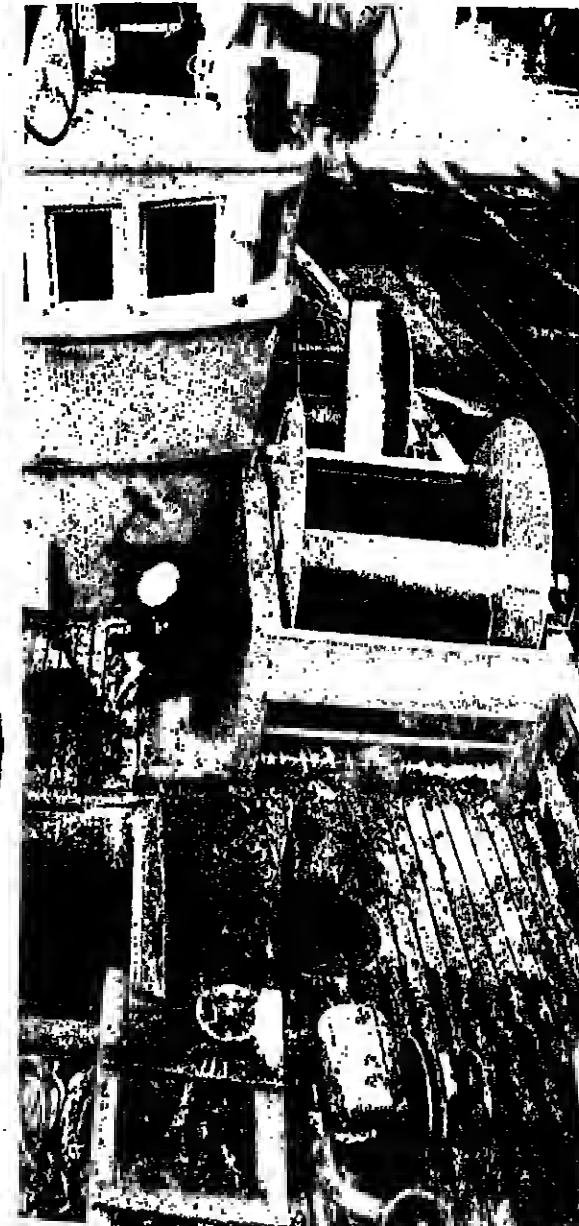
Switched

Amongst the pair teams Hamling has switched Beverley (St. Johnny Stringer) to link-up with Paul Antony (St. Frankle Josansen).

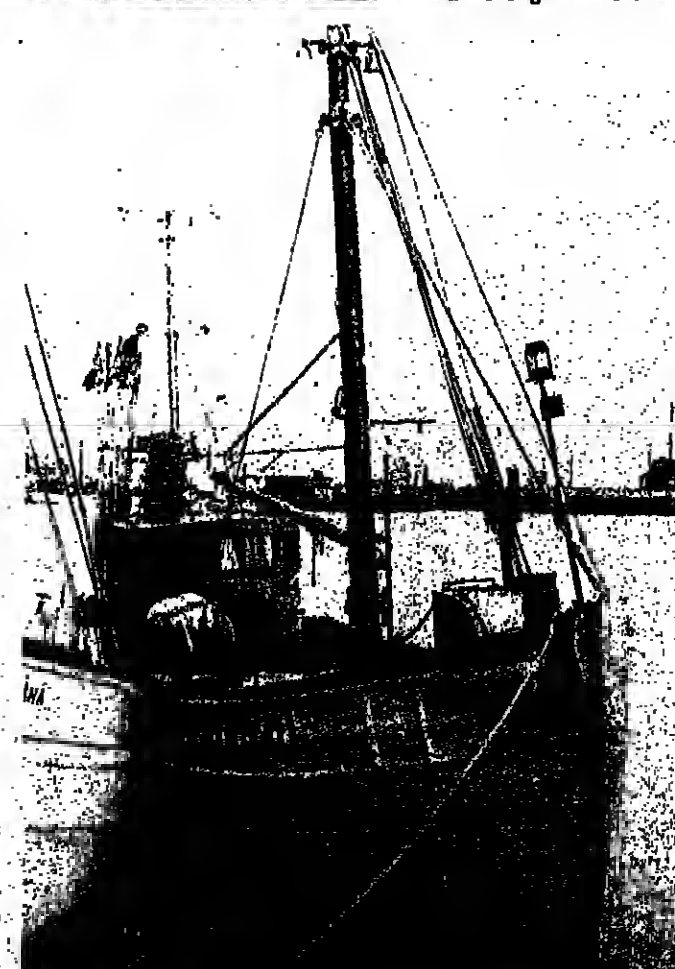
A temporary loss to Grimsby is Sleight's Arnhille, now working from Lowestoft as an inshore liner, but the port's biggest agency will doubtless make good this deduction with its summer visitors, like Dalma which usually arrive for May.

Hamling, meantime, will welcome back Fern from Fleetwood and United expect Chornor (FD 94) Aax (FD 87) and Cayton (WA 18) from the west coast.

TOM WOOD



Above: an unusual two-drum Grimsby rope storage unit on the Kirkcaldy-registered Endeavour II. She arrived at Grimsby last month from Hartlepool for a general overhaul.



Right: White Bank, Grimsby's newest gill-netter, is a former anchor-seiner. She is making a steady contribution to the inshore scene.

THE PROTOTYPE of the Spinningdale-class pocket sidwinder now so popular for trawling Scottish waters has undergone a major conversion at Peterhead. The 85 ft. *Mount Royal* has been fitted with a shelterdeck and net drum and she is now laid out to tow her trawl from the stern and haul the cod end over the side.

She was built in 1973 by John Lewis and Sons for Malcolm Smith Ltd. and operated successfully. Then, after being laid up, she was bought by Orkney brothers, David and Albert Reid. Albert is to command the vessel, but David will remain skipper of his small trawler *Golden Quest*.

Mount Royal is to go single boat white fish trawling from Aberdeen and will be agented by the newly set-up Aberdeen Inshore Fish Selling Co.

Her modifications have been designed by the Napier Co. (Arbroath) and the main contractor for the work was the Northern Engineering Works of Peterhead.

She has a beam of 20 ft. 6 in. and was originally fitted with a 450 hp engine, but about three years ago was repowered with a Mirreless Blackstone model of 495 hp. One of the more unusual features of the refit is the full length aluminium shelterdeck extending from the whaleback to the wheelhouse.

A new aluminium wheelhouse has been fitted to the existing steel casing and the after end of the casing has been removed to leave a clear deck area at the stern.

New hydraulic gear-hending machinery from James Robertson and Sons of Fleetwood has been fitted on the main trawl deck. This includes two split trawl winches fitted forward and a 3PN5G net drum installed at the stern.

Each split winch is driven by a two-speed Staffa hydraulic motor; maximum pull is eight tons and maximum hauling speed is 380 ft. per min. Automatic spooling gear is fitted and each winch holds 800

fathoms of 2 in. wire. Controls for the trawl winches are console mounted on the trawl deck, just at the fore side of the starboard winch. Local controls are fitted to the net drum which has a pull of five tons. A Robertson windlass is also fitted.

The layout of the vessel enables the gear to be towed from the stern and the towing blocks are hung from heavy steel arms housed on the after end of the casing.

A towing post fitted on the casing, between the towing blocks, can be used to give tighter control of the gear when making small turns or completing a lot of turns.

When the net is hauled it can be taken round the net drum together with the sweeps and spreaders. The bag is then taken round to the starboard side to be lifted. It is emptied into deck ponds at the starboard side of the casing and the catch then passes forward for gutting and washing below the deck-shelter.

A new Caterpillar 3306 (200 bhp at 2,000 rpm) auxiliary engine has been

supplied by Arbroath engineers, William Teviotdale, to drive three Vickers hydraulic pumps for the deck machinery. The drive is from the fore end of the engine through a Twin Disc single input, triple output, gearbox and clutch.

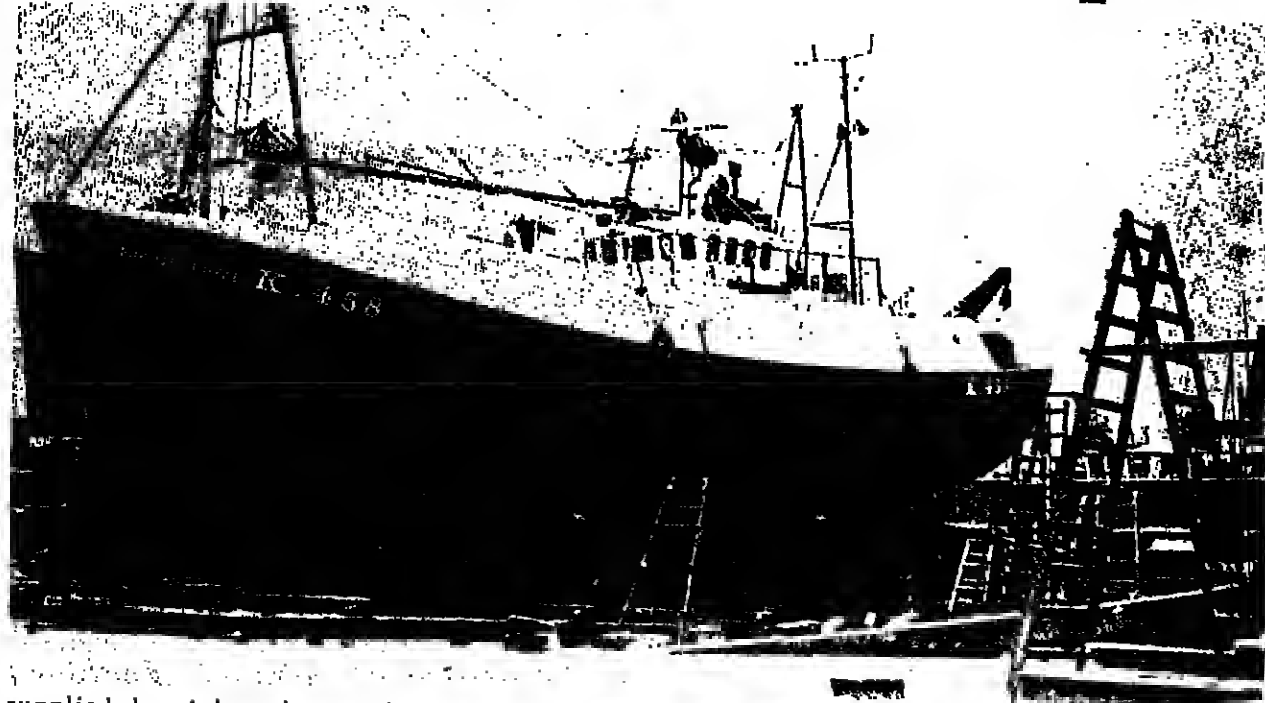
Two pumps drive the trawl winches and the third provides power for the windlass and the existing cargo winch.

The port winch pump can be used to drive the net drum, with hydraulic oil being routed by means of a directional valve.

The Caterpillar engine also provides power for a 22 kW 230 V d.c. generator, an air compressor and a Gilbert Oliver and Gordon bilge and general service pump. This equipment was already on the vessel and was driven from the auxiliary engine which has been removed. A new AC90 generator is also driven from the Cat engine.

Mount Royal has a new Frank Mohn gearbox and clutch unit fitted at the fore end of the existing propulsion engine to power two Vickers pumps for the trawl winches. One of these pumps can also drive the

Major refit for 'Mount Royal'



Above: *Mount Royal* undergoing a major conversion. Her shelter is made of aluminium.

Below: The Promec cooling coils fitted in the deckhead.

Bottom: One of the Robertson split trawl winches.

net drum through a directional valve. Full power for the winches and net drum can be provided by the pumps on the main or auxiliary engines.

The boat has also been fitted with Promec ice-making and fishroom cooling plant supplied through the Dutch firm's UK agent, Morep Ltd. of Halifax.

Its compressor unit, housed in the engine room, is driven from an electric motor which can be fed from any one of the three 230 V generators.

Twelve cooling coils are fitted in the deckhead of the fishroom which was already insulated throughout and fixed with steel stanchions. It has been equipped with new wooden pond boards.

Wooden tranking carries the two fishroom lockers up to shelterdeck level for unloading the catch.

The ice-maker, which can produce up to 2.4 tons of ice daily, is fitted in the storeroom forward.

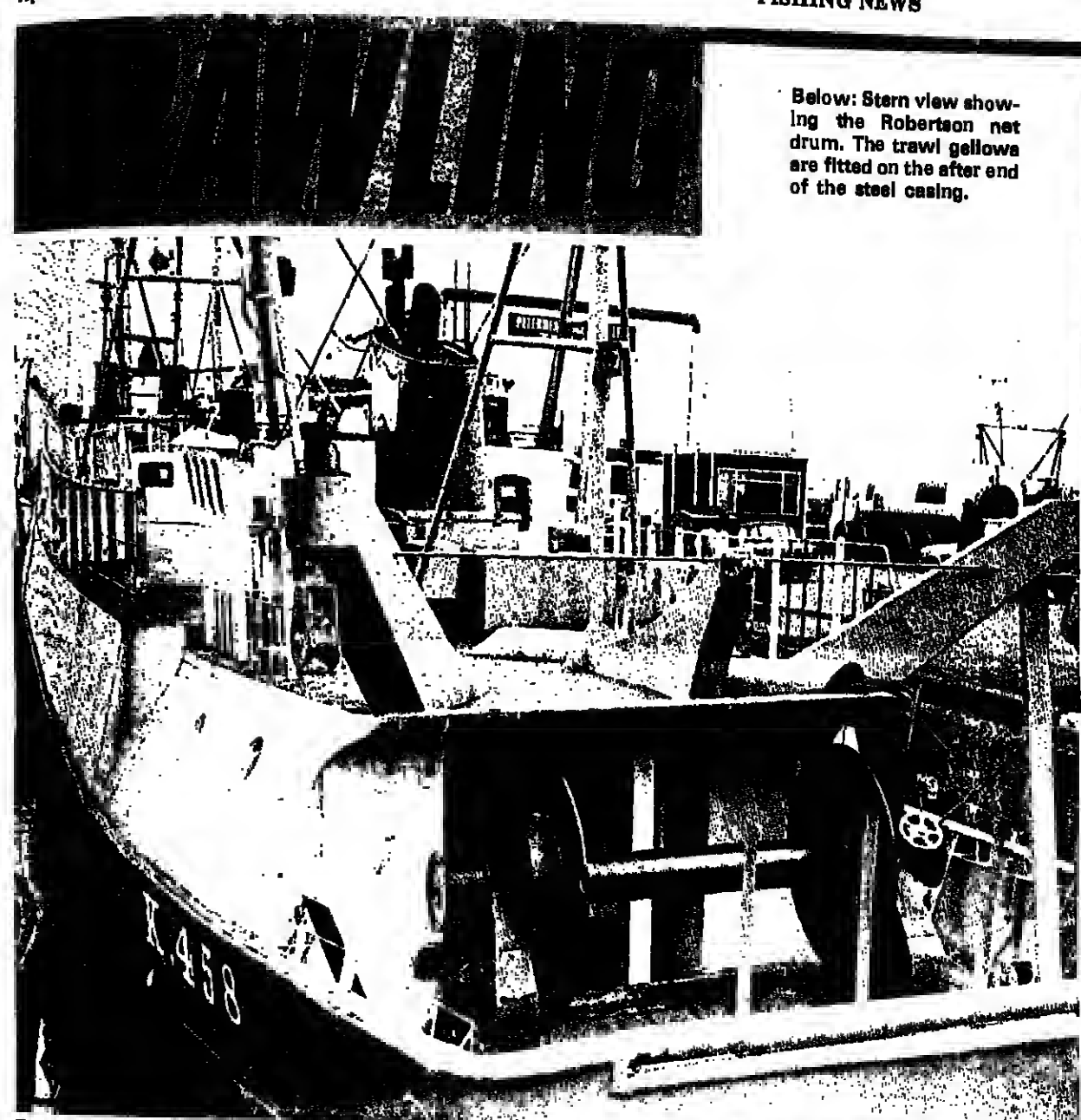
A new set of electronic equipment has been fitted in *Mount Royal's* wheelhouse.

Wooden of Aberdeen has supplied the "Sailor" radio telephones, Elac fish finding aids, Mermaid 23 watchkeeping receiver, Robertsons AP-7 automatic pilot and Woodsons Intercom system.

The "Sailor" radios include T128 R105 and T128 R106 SSB units and two RT144B vhf sets, and the Elac fish finders include LAZ72 Echograph with LAZ82 synchro fishlupe and an LAZ100 50 kHz echo sounder.

Equipment from Decca includes Mk. 21 Navigator, 3500 Track Plotter, plus 914C Clearscan radar with VP2 video processor.

Fishing gear to be used by *Mount Royal* includes Borie and Duthie trawls, 2 in. trawl warp and Danish Vee-form doors.



Below: Stern view showing the Robertson net drum. The trawl gillows are fitted on the after end of the steel casing.

Three-year warning on mackerel

MORE protection for Cornwall's mackerel fishermen is a must if the industry is to be preserved and the fish conserved.

Cornwall Sea Fisheries Committee, meeting in Truro on Friday, agreed to continue representing the government for more safeguards, but it was warned by fishermen's representatives that if nothing is done soon, the mackerel stocks off the south-west coast could become

depleted within three years. The season for 1977/78, however, has now come to an end. Handliners fishing out of Newlyn landed 675,000 stones of fish valued in excess of £500,000.

At Falmouth, after a disappointing first half to the season, the handliners had a dramatic improvement and,

in January, 300,000 stones of fish were landed valued at £100,000. It enabled fishermen to salvage something from a season which at first looked disastrous.

The committee was also told by the Ministry of Agriculture, Fisheries and Food representatives that

there was no way of telling how much fish went to Eastern Bloc countries this season.

There were no Eastern Bloc trawlers fishing within 200 miles of the Cornish coast, although at one time there were 15 trawling ships in Falmouth Bay. This had now fallen to 11 and, as the season was completed, they were expected to put to sea.

The representative hinted, however, that the total British mackerel catch for this year was still expected to exceed the total of last year — 130,000 tons — despite the poor start to the season.

It was the general move west of mackerel shoals that meant poor fishing for handliners in east Cornwall. The fish that were once around the Eddystone were now off Lands End and Mount's Bay. Newlyn and Falmouth fishermen found the good catches.

Chairman, Jim Philp, is again to lead a deputation from the county to see the Fisheries Minister in London. The move follows last month's meeting on licensing.

They want further assurances for Cornish fishermen for next season in view of the licensing proposals.

It was all very well issuing licences to all who applied for them, but this would not conserve fish stocks.

If a quota system is to come into force, then it should be rigidly controlled with provision to limit local boats, said Mr. Philp.

BIG WEEK FOR BOSTON

A 22-DAY Norway coast trip worth £53,658 by the Boston Daap Sea Fisheries stern trawler *Holifox* last week is the best grossing by any trawling vessel so far this year.

It was only the second time since last year that £50,000 had been bettered and the vessel, which made £51,508 on its last trip, was away back in February, was skipper on both big trips was Ray Harries, who is rapidly taking over the role of the trawler's top distant water expert.

This big grossing came from a turnout which included over 1,000 kits of codstuffs in a final tally of 1,778 kits. It was on the same Thursday market as the catch from the *Humber* stern dragger *On Comedie* which landed a massive 2,662 kits from a weekly voyage.

On Comedie eventually landed a £84,045 grossing when it turned out to be the best landing this year at £100 of blue ling and just £100 of cod.

Agents for the French trawler was the Boston Group and it rounded off a big week for the firm which earlier had brought back *Prince Philip* (Sk. Eddie Grant) from a 24-day Norway coast trip to gross £43,769 from 1,365 kits, again mostly codstuffs.

There was some consolation in the middle water section for BUT, which has now gone over three months without a single wet fish distant water trip at Grimsby.

The one-time distant water ship *Ross Kelvin* (Skipper Pat Phillips) made £35,736 from 1,256 kits after 17 days on the North Sea/Western grounds.

Over half this catch was haddock, with the balance comprising mainly of whiting, cod and coley.

Agents for the French trawler was the Boston Group and it rounded off a big week for the firm which earlier had brought back *Prince Philip* (Sk. Eddie Grant) from a 24-day Norway coast trip to gross £43,769 from 1,365 kits, again mostly codstuffs.

There was some consolation in the middle water section for BUT, which has now gone over three months without a single wet fish distant water trip at Grimsby.

The one-time distant water ship *Ross Kelvin* (Skipper Pat Phillips) made £35,736 from 1,256 kits after 17 days on the North Sea/Western grounds.

Over half this catch was haddock, with the balance comprising mainly of whiting, cod and coley.

Sister ship, *Ross Kipling* with £34,117 from 1,133 kits after 16 days, also did very well and it is now being built at Grimsby. BUT's class vessels are really finding

their niche on the nearer grounds.

Top Westerly trip was made by BUT's *Ross Tiger* which picked up £21,544 from 834 kits, mainly haddock and cod, after 16 days.

The recent spate of bad weather seriously interfered with landings by the North Sea anchor-seiner fleets and there were only nine boats returning with fish during the entire week.

The best by quite an emphatic margin was the Danbrit-registered *Britta* (Skipper Tony Chester) which hit £8,187 from 280 kits of quality fish.

Also in the money was the inshore gill-netter *White Bone* (Skipper Olaf Christensen) on £8,210 from 136 kits of wreck-caught cod.

CONVERSIONS

In addition to our design and stability work recent jobs on modifications to existing vessels include:

Fitting shelterdecks, Lengthening and fitting ASW tanks on pursers and trawlers, Fitting ASW tanks on wooden trawlers, Converting a trawler to an automated long-liner.



M.F.V. "MOUNT ROYAL"

Can we help you too? Distances is no object and we would be pleased to hear from you.

The Napier Co. (Arbroath)

Lindsay Street, Arbroath, Scotland
Phone 0241-76112 (after office hours 0241-73777)
Telex: Via Chamoo G 76243

BORIS NET COMPANY LIMITED

Congratulations and good fishing to David and Albert Reid, also the crew of the **MOUNT ROYAL**

Suppliers of Maranatha white fish trawls.

STRICHEN
ABERDEENSHIRE
Tel: STRICHEN 349

238 DOCK STREET,
FLEETWOOD, LANCs.
Tel: FLEETWOOD 4691

THE NORTHERN ENGINEERING WORKS

We are pleased to have been the main contractors for the big refit of the

MOUNT ROYAL

and wish its owners

David and Albert Reid

every success

22/26 SEAGATE, PETERHEAD

Telephone 0779-2406

Bostrom WHEELHOUSE CHAIR

AS FITTED TO THE MOUNT ROYAL

Congratulations to the owners, David and Albert Reid



Ergonomically designed, double marine plated before painting, and effectively service free, the Sea Viking is built for a heavy duty working environment and is widely specified by governments and fleet owners for all kinds of inshore and deep sea working vessels. Whether you have one boat or a fleet, it will pay you to find out more from your local Bostrom dealer.

Please write or phone:

THOMAS SCOTT & CO.
217 Cumberland Road, Glasgow G31 2 UF
Tel. (041) 554 1007

PROMAC

COOLS AND ICES

'MOUNT ROYAL'

FISH HOLD 2°C

FLAKE ICE 2 TONS/DAY

PROMAC

REFRIGERATION and FLAKE ICE PLANT

FOR

INDEPENDENCE
FLEXIBILITY
FISH QUALITY

CONTACT

MOREP LTD

TEL: 042283-2721

SUPPLIES & SERVICES

A MONTHLY FISHING NEWS FEATURE

Advertisement Rates:
£500 per single column
10% discount on 6 insertions
10% discount on 12 insertions
Orders for space to:
The Advertisement Manager
FISHING NEWS
110 FLEET STREET,
LONDON, E.C.4.
Tel. 01-583 8881

GEORGE B. BEE LTD.

Fish Salesmen, Licensed Auctioneers
Agents for all classes of Fishing Vessels
BEST PRICES ASSURED FOR OVERLAND CONSIGNMENTS
FISH DOCKS — GRIMSBY
North Quay, Grimsby, S. Humberside
DN15 1NR
Telephone Grimsby 51431
after hours 78314, 78512, 78488

MERCEDES-BENZ MARINE DIESELS

SALES SERVICE SPARES
YOUR DEALER IN WALES



Cambrian Traction Co. Ltd.,
Church Road, Roath,
Haverfordwest, Dyfed,
Tel: Camrose 959

NEW HULLS, CONVERSIONS, REPAIRS

Dry Docking 180' x 33' x 11'
New Building in steel to 80', repairs facilities
wood or steel, hull, machinery, conversions.
The unusual is our speciality
R. W. DAVIS & SON
JUNCTION DRY DOCK, SAUL, GLOUCESTER
Established 1885
TEL: SAUL 233 & 345 AFTER HOURS 748 & 348

Fifth of a kind!

Christmas-tide the 5th in a 65ft. trawler series, built by Maritain Industries Ltd, Cobh, Co. Cork to our design.



GL WATSON & CO LTD
ERSKINE HARBOUR, ERSKINE
RENFREWSHIRE PA8 6AX
Tel. 041 812 0437
DESIGNERS & CONSULTANTS OF ALL TYPES OF FISHING VESSELS IN WOOD, STEEL & GRP

FIRE EATER

FIRE PROTECTION SYSTEMS
HALON 1301
TO REQUIREMENTS OF
D.T.I. — WHITE FISH — TRINITY HOUSE
CONTACT:
FIREATER SYSTEMS LTD.,
18 HOLDER ROAD, ALDERSHOT, HANTS.
TEL: 0252 314748/314787

FLUORESCENT DECKLIGHTS

12 Volt, 24 Volt, in Twin 2 ft. and Single 5 ft.



NAVIGATION LIGHTS · ALTERNATORS
WEATHERPROOF PLUGS AND SOCKETS
SCARBOROUGH IGNITION CO.
ROSCOE STREET, SCARBOROUGH
TELEPHONE 65321

A. RAY BURN (Plymouth) Ltd.

(distributors sales & service)



65 - 1500 horse power.
New D.F. Vee Series

"KORT" propulsion nozzles



Marine Diesels 20-184 hp



TELEFLEX MORSE Engine and Steering Controls and Accessories

NORTH SEA WINCHES Net Drums, Deck Machinery, Capstans

"CELTIC SLAVE" 1½ ton Line Hauler

C-SENTRY Zinc Anodes

"DESMI" Pumps

HARWOOD Water Separator

For further details write or phone for illustrated publications
115 DEVONPORT ROAD, STOKE PLYMOUTH
Telephone: (Plymouth) 54114/5 Telex 45487

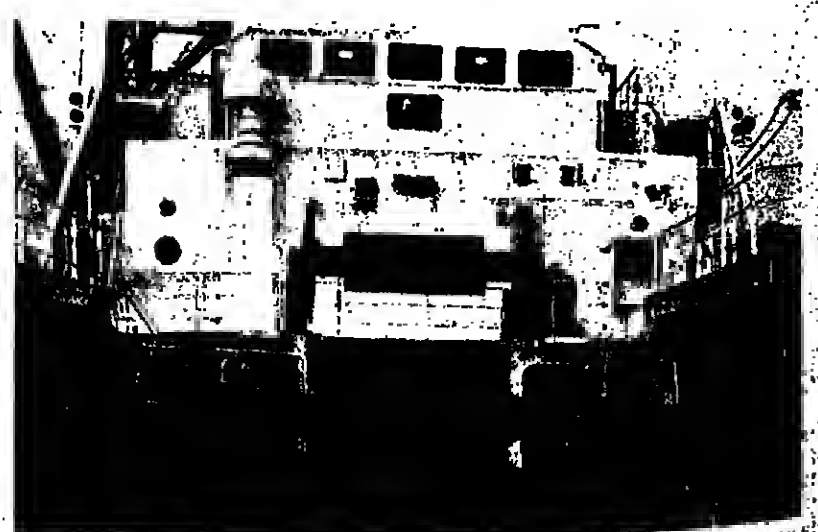
Modern Reliable Deck Machinery

It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 8 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 18 cubic metres with pulls up to 52 tonnes.

James Robertson

& Sons (Fleetwood) Ltd. Dock Street, Fleetwood FY7 6JH, England

TRAWL WINCHES AND NET DRUMS



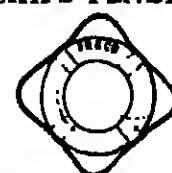
Telephone 3414. Telex 6723

SUPPLIES & SERVICES

A MONTHLY FISHING NEWS FEATURE

FRANK COLAM LTD.
Fish and Poultry Merchants
NEW SMITHFIELD MARKET,
WHITWORTH STREET EAST
MANCHESTER M11 2NW
CONSIGNMENTS SOLICITED
Phone: 061-223 9831/2
After business hours:
061-773 1520
Banks:
William Glyn, Smithfield Market
Branch, 78 High Street,
Manchester

LIFEBUOYS DISTRESS SIGNALS SHIPS' FENDERS



FOSBERY & CO. LTD.
BARKING, ESSEX
01-594 3135

SMYTH & RUMSBY
RADAR TELECOMMUNICATIONS
AND MARINE ELECTRICAL ENGINEERS TO
ALL VESSELS AND THE MARINE TRADES
123 SNARGATE ST., OVER, TEL: 201187
TELEX: 885425
& 88 SOUTHCOAST RD., PEACEHAVEN,
SUSSEX. TEL: 4484

Wanting to BUY or SELL a boat, an engine, fishing gear, etc?



An ad in FISHING NEWS
'Classified' section could be seen by some 62,000 people

MACKAY BOAT BUILDERS OLD SHOREHEAD ARBROATH

FISHING VESSELS, TRAWLERS, SEINERS

Built to owners requirements

Slipway repairs
Tel. ARBROATH (0241) 72879
Personal Supervision

British Approvals Service for Electrical Equipment in Flammable Atmospheres.

At Last a Gas Detector Fully Approved by U.K. Dept of Trade

Get a Gas Sentry Mk 3
This is why...

- The GASSENTRY Mk 3 is a portable, safe and reliable gas detector. It is intrinsically safe and cannot cause an explosion. It is approved by the U.K. Dept of Trade.
- The GASSENTRY Mk 3 is a portable, safe and reliable gas detector. It is intrinsically safe and cannot cause an explosion. It is approved by the U.K. Dept of Trade.
- The GASSENTRY Mk 3 is a portable, safe and reliable gas detector. It is intrinsically safe and cannot cause an explosion. It is approved by the U.K. Dept of Trade.
- The GASSENTRY Mk 3 is a portable, safe and reliable gas detector. It is intrinsically safe and cannot cause an explosion. It is approved by the U.K. Dept of Trade.
- The GASSENTRY Mk 3 is a portable, safe and reliable gas detector. It is intrinsically safe and cannot cause an explosion. It is approved by the U.K. Dept of Trade.
- The GASSENTRY Mk 3 is a portable, safe and reliable gas detector. It is intrinsically safe and cannot cause an explosion. It is approved by the U.K. Dept of Trade.

Gondolastic Ltd
Brockham St. Office, Brixingham,
Petersham, Woking, W10 1ER
Tel: Epsom (0386) 750732 Telex: 43547 Marel G.
The 'Safe' Detector. Send for details and list of Agents.

BOAT BUILDING TIMBERS

- Baltic Oak, Larch, Iroko all sawn through end through to any thickness.
- Kiln dried and machined Yang Decking and Margine.
- Complete sets Oak frames bevel sawn to your patterns.
- Oak spruce poles for derricks, etc.
- Delivery to all parts Scotland, England and Ireland.

W. S. BARCHARD & SON LIMITED
WEST DOCK STREET, HULL
Tel: Hull 0482-25555 (5 lines) Telex: 52828

WOOD & DAVIDSON Ltd. (SHIP REPAIRERS)

Farmers Lane North Esplanade East
Petershead 2161-2 Aberdeen 29005-8-7

OTHER SERVICES General engineering and fuel pump servicing. Electrical work and armature winding. Blacksmith work. General joinery and carpentry. Paint work and blasting. Crane for hire. Oil and general engineering. General steel fabrication. Dry Dock facilities up to 180 ft. Slipway facilities up to 80 ft.

Agents for Red Hand Marine Coatings
Contracts for the North Sea Oil Rigs

Fishing industry Operators deserve Special service
CAN WE HELP YOU?
Get details of membership now from:
FISHERIES ORGANIZATION SOCIETY
158 LONDON ROAD, NORTH CHEAM, SICK 8AA (01-544 2888)

It's a Hat Trick for Campbeltown Shipyard

Trench Point, Campbeltown
Argyll. Tel: 0586 2881/2
Telex 779478

TEC-AID

MARINE SAFETY ALARMS
D.O.T. and W.F.A. approved systems
Details from—
TECAID ELECTRONICS LTD
Froghill, Ponsanooth, Truro, Cornwall
Tel. Devon 883584

ELECTRONICS MARINE LTD

ELECTRONIC EQUIPMENT FOR THE FISHERMAN... AN INTERNATIONAL SERVICE

Radar-Echo Sounders-Sonar-Radio Communications-Auto Pilots
Speed Logs-Warp Tension Meters
Talkback-Gas Detection-Telephones

Electronics Marine Ltd.
Units 10/11, The Old Mill, Northfield Road, Brixingham, Woking, Surrey, GU24 0JH
Telephone: 041 52111, 52112, 52113

This is the anchor which you saw on TOMORROW'S WORLD and which previously won a Special Meritorious Award for Engineering Innovation at the O.T.C. in Houston, Texas.

Since then we have solved many problems for the fisherman and the fishing industry.

The advantages of our advanced mooring technology are now available to you as yachtsmen and small boat owners in anchor sizes from 2 kg to 50 kg for boats up to 92 ft. O.A.L.

Look at these advantages:- Absolute Roll Stability; Full Veering Capability; High Holding Power; Low Breakout Force; Ultra Short Scope Capability; High Rock Hooking Capability; No Moving Parts; No Stock; Compact; Ease of Handling. No other anchor offers all these advantages—so why not contact your local chandler for further details or fill in the coupon below.

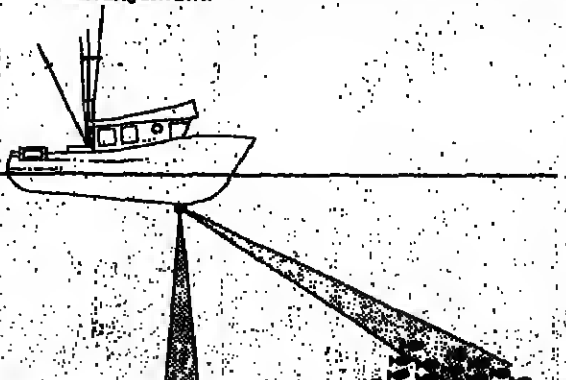
WHEN YOU WANT TO ANCHOR YOUR BOAT, YOU WANT THE RIGHT ANCHOR AND YOU WANT IT FAST.

Call-free Mooring with Bruce Anchor.

WESMAR

SCANNING SONAR
ALL ROUND FISH DETECTION AND BOTTOM SEARCH

- SS 60—800ft Sport Fishing Equipment.
- SS115—1000ft Small with all usual refinements.
- SS180—1500ft Remarkable proven performance, for small fishing boats.
- SS220—3000ft Well known and proven for most commercial fishing activities.
- SS230—4500ft Lower frequency gives long range search capability.
- SS230/SS220—The sophisticated 230 joined by the high discrimination 220 for a formidable arrangement.



SEABOURNE ELECTRONICS LTD
UK Importers and Distributors
Tel. (0752) 28114 (28294)

FOR ALL DETAILS WRITE TO:
SEABOURNE ELECTRONICS LTD
Fleetwood, Fleetwood, FY7 6JH
(No stamp required)

Catches and Prices

TOP LANDINGS LAST WEEK

ORIMSBY

Distant water
£53,658: *Boston Halifax*, Boston (Sk. R. Harries), 1,776k, WS, 23 days.
£44,517: *Barnsley*, Consol (Sk. P. Blaney), 1,368k, WS, 23 days.
£43,759: *Prince Philip*, Boston (Sk. E. Grent), 1,365k, WS, 24 days.

Middle water

£35,785: *Ross Kelvin*, BUT (Sk. P. Philipson), 1,288k, W, 17 days.
£34,116: *Ross Kipling*, BUT (Sk. J. Roberts), 1,133k, W, 17 days.
£27,343: *Ross Tiger*, BUT (Sk. D. Auckland), 834k, W, 15 days.
£26,123: *Nanao*, Taylor (Sk. G. Hughes), 944cwt, W, 17 days.
£24,139: *Ross Civet*, BUT (Sk. A. Redpath), 776cwt, W, 18 days.

North Sea

£12,715: *Lucerne*, Lindsey (Sk. S. Davidson), 380cwt, NS, 15 days.
£6,039: *Lepanto*, Lindsey (Sk. C. Nichols), 167cwt, NS, 11 days.

Salmon

£8,157: *Britta*, Denbrit (Sk. A. Chester), 280k, NS, 24 days.
£6,678: *Kronborg*, Consol (Sk. H. Dam), 247k, NS, 25 days.
£5,747: *Bennison*, John R. (Sk. A. Hinde), 141k, NS, 14 days.
£5,743: *Sonderborg*, Consol (Sk. O. Pedersen), 226k, NS, 20 days.
£5,363: *Brocklesby*, Sleight (Sk. P. Sanderson), 137k, NS, 18 days.
£3,494: *Lindenberg*, Consol (Sk. C. Thim), 136k, NS, 21 days.

Pair teams

£17,706: *Carl Borum*, (Sk. G. Riley), 673k, and £11,737: *Jacqueline Borum* (Sk. J. Borum), 461k, both Danbrit, Flugga, 17 days.
£10,055: *Green Valley*, (Sk. R. Younger), 303k, and £7,882: *Geiser*, (Sk. M. Clark), 244k, both Danbrit, NS, 18 days.
£8,227: *Frembek*, United (Sk. E. Josefsen), 224k and £8,148: *Saxon King*, Sleight (Sk. B. Emerson), 212k, both NS, 19 days.

ORIMSBY

£8,210: *White Bank*, Consol (Sk. O. Christensen), 186k, NS, 7 days.

HULL

£92,458: *C. S. Forester*, Newington (Sk. R. Taylor), 3,052 cwt, NC, 23 days.
£60,341: *Lord Nelson*, BUT (Sk. J. Russell), 2,114 cwt, NC, 25 days.
£49,262: *St. Gerontius*, Hamling (Sk. P. Grayburn), 1,494 cwt, NC, 23 days.

FLEETWOOD

Home water
£39,335: *Jonas Bank*, (Boston), French vessel, 1,820 kits.
£38,369: *Bressay Bank*, (Boston), French vessel, 1,862 kits.
£32,104: *St. Enogat*, French vessel, 1,122 kits.
£25,272: *Gavina*, Marr (Sk. C. Scott), 948 kits, 15 days.
£21,700: *Ella Hewett*, Hewett (Sk. D. Reader), 816 kits, 16 days.
£21,837: *Luneda*, Merr (Sk. A. Barkworth), 988 kits, 18 days.
£10,254: *Andrew Wilson*, Hazael (Sk. J. Benks), 445 kits, 14 days.
£4,738: *Admiral Hawke*, Hewett (Sk. P. Weirman), 284 kits, 14 days.
£3,055: *Penn*, Hewett, 90 kits.
£1,196: *Craigmillar*, Ward (Sk. D. Beilay), 20 kits.

Pair teams

£33,565: *Navena*, (Sk. J. Burns), 1,224 kits and £29,321: *Armana*, (Sk. T. Christy), 1,011 kits, both Marr, 12 days.

ABERDEEN

£35,503: *Glen Urquhart*, Merr (Sk. A. Brown), 1,064k, F, 15 days.
£33,240: *Ben Lui*, Irvin (Sk. T. Nelson), 1,134k, BS, 21 days.
£27,827: *Birchlea*, BUT (Sk. M. Taylor), 833k, F, 14 days.
£44,334: *Clarkwood*, Wood Group (Sk. T. Taylor), 1,738k, WS, 18 days.
£24,185: *Ben Asdale*, Irvin (Sk. J. Gowie), 971k, S, 13 days.

£20,667: *Grampian Warrior*, North Star (G. Bowman, Snr.), 689k, WS, 16 days.

LOWESTOFT

£17,532: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 539k, NS, 12 days.
£15,265: *Suffolk Chieftain*, Hobson (Sk. R. Fiske), 430k, NS, 13 days.
£14,337: *Boston Wasp*, Boston (Sk. R. Studd), 477k, NS, 12 days.
£13,596: *Suffolk Crusader*, Hobson (Sk. A. Blowers), 463k, NS, 13 days.
£13,360: *Boston Kinsman*, Boston (Sk. B. Grint), 356k, NS, 12 days.
£13,091: *Boston Aztec*, Boston (Sk. J. Swatman), 371k, NS, 13 days.

GRANTON

£22,007: *Arctic Brigand*, Liston (Sk. A. Wood), 943 cwt, WC/NS, 12 days.
£18,947: *Arctic Attacker*, Liston (Sk. B. McPherson), 801 cwt, WC, 8 days.
£15,262: *Arctic Explorer*, Liston (Sk. J. Banyerd), 646 cwt, WC/NS, 12 days.

NORTH SHIELDS

£13,231: *Ben Edra*, R. Irvin (Sk. P. Palmer), 38,936k, 7 days.
£12,157: *Ben Chourn*, R. Irvin (Sk. P. F. Jamieson), 2607k, 11 days.
£9,864: *Ben Strome*, R. Irvin (Sk. E. Longhorn), 21,718k, 6 days.
£9,658: *Christine Nielsen*, R. Irvin (Sk. C. Ellis), 17,353k, 8 days.
£8,229: *Congena*, R. Irvin (Sk. A. Morse Jr.), 16,125k, 4 days.

MILFORD

£5,024: *Rosevear*, Norrard (Sk. J. Manson), 115 kits, 15 days.
£3,789: *Picton Sealion*, Norrard (Sk. T. Selter), 94 kits, 7 days.
£803: *Vigilant*, (Sk. P. Sheriff), 20 kits.
£567: *Gill Freda*, 9 kits.
£507: *Westerdale*, Linke (Sk. F. Reynolds), 10 kits, 5 days.

KEY: B1 Bear Island; B8 Berents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Island; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; P Rockall; S Shetland; W Westaries; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

lomon solo, £32; large cod, £24; medium, £24; £28; codling, £26; £27; whiting, £17; dogfish, £24; large ray, £17; medium, £18; small, £12; per kit.

NEWLYN

Prices: large whiting, £3.50; medium, £1.70; large ray, £5.00; large medium, £3; medium, £2.50; small, £1.20; pollock, £4.10; large prouting, £2.70; small, £1.75; large plaice, £2.20; medium, £1.80; small, £1.80; large lenum sole, £9.30; medium, £7.80; small, £1.20; large Dover sole, £19.50; small, £2.80; squid, £8.40; monkfish, £17; medium, £9.50; small, £3.50; turbot, £21.50; large cod, £4.70; ling, £3.10; large cmgor cel, £4.30; medium, £3; small, £1.40; large hake, £8.20; small, £5.80; large brill, £0.90; medium, £7; dnbs, £3; small, £2.20; large dogfish, £2.40; medium, £2; small, £1.30; per stone.

EYEMOUTH

Prices: sprag codling, medium, £23/£21.50; small, £19/£22; best small, £23; whiting, small, £11.70/£19.30; per 7st kit. Lobsters, £3.70, per lb. Crabs, £7.20, box.

TUESDAY, APRIL 11

LOWESTOFT
2,327 kits from six boats. Prices: large cod, £26/£40; large plaice

BILLINGSGATE

ON TUESDAY 225 tons were delivered. Average selling prices on merchants' stalls: salmon, English, £1.80/£2.40; Scotch, £1.80/£2.40; Irish, £1.80/£2.40; salmon trout, £1.50/£2; rainbow trout, 50p/60p; eels, tongues, 50p/60p; slupe, 50p/75p; medium, 90p/£1.75; large, £2.80/£2.20; per lb. large turbot, £2.40/£2.50; medium, £1.50/£1.90; small, £1.20/£1.40; large brill, £7.70/£9.10; medium, £6.50/£8.30; small, £4.20/£5.32; Danish plaice, 1lb-1lb, 55; 1lb-2lb, £5.40/£5.50; large haddock, £16.80/£19.50; medium, £21/£25; small, £14/£18.20; selected lomon sole, £8/£10; large whiting, £5/£7; small, £3.50/£4.50; headlice home water cod, £5.50/£5.60; shell cod, £8/£8.00; bulk, £7.50/£8.20; smallfish, £4.30/£5; kit, £4.20/£4.30; gibbora, £5.80/£5.00; jambon, £3; selected whiting, £2.80/£2.50; small, £1.80/£3; small English dogfish, £4.50/£8; large, £7.50/£10; mackerel, £1.50/£3; fresh herring, £5.20/£5.30; golden cutlets, £2; selected kippers, £0/£8; monkfish (skinned), £8.50/£10.50; grey mullet, £8/£9; squid, £10; large toad, £9.20/£10; medium, £8.30/£9; small, £3.50/£4; red mullet, £20/£22; per stone.

HERRING REPORT

FRIDAY, APRIL 7
Ayr: two trawlers, seven binnies; home market at £25. Muzy. 200/240 per 50 kg.
MONDAY, APRIL 10
Malaga: one trawler, seven tonnes; home market at £21. Very mixed in alza. 500 per kg.
Ayr: four trawlers, two tonnes; home market at £49/£50. Recovering spots. 210/220 per 50 kg.
Tarbert: three trawlers, one tonne; home market at £22. Recovering spots.

Ring Myra

01-353 6961
Telex: 21977

and dictate your Classified Ad. for next week's issue.

MINCH WHOLESALE LTD.

3 BILLINGSGATE MARKET, LONDON EC3
EXPORTERS OF LIVE LOBSTERS
IF IT SWIMS, WE'VE GOT IT.
IF NOT, WE'LL GET IT.
SPECIALISTS IN ALL PRIMS FISH AND SHELLFISH
ALSO ALL TYPES OF FRESH AND FROZEN FISH
A freezing, packing and delivery service to customers' requirements
AVAILABLE AT OUR FACTORY
TELEX: 8951563
TELEPHONE: 01-623 8664-2534
ROMFORD: 43813

COBLE BUILT FOR IRELAND

COBLES are still in great demand for inshore fishing along the north-east coast of England — and their popularity is now spreading.

The small yard of C. A. Goodall (Boatbuilders) at Sandeend, near Whitby, has built a 35 ft. Yorkshire coble for Mr. W. J. Long of Bangor, Northern Ireland.

Mr. Long knows Yorkshire well and felt that a coble would best suit his requirements.

The coble is named *Bramblewick* and she will fish trammel nets and small trawls from Groomsport, Northern Ireland.

With a beam of about 11 ft. *Bramblewick* is of traditional coble construction having larch planking, oak framework, and copper and galvanised iron fastenings. A small wheelhouse is set into the after end of the foredeck.

Propulsion is provided by a

Mercedes OM352 six-cylinder, water cooled, diesel engine which develops 125 hp at 2,800 rpm. This drives the 24 in. Gaine propeller through a Borg Warner hydraulic gearbox of 2:1 ratio and a stainless steel shaft.

A Jabsco bilge and wash-down pump is belt driven from the forward end of the engine.

Turners Mobile Services of Malton, which is an agent for Mercedes, supplied the engine and fitted a clutch hydraulic pump at the forward end to drive the gear banding machinery.

An audible warning system indicating low oil pressure and high water temperature is fitted to the engine.

North Sea Winches of Scarborough made the 20 in. trammel net hauler, the Autoline pot and line hauler and also supplied the hydraulic system.

The Autoline, which is fitted with twin Vee wheels, can be used for haul-

ing trawl warps if required.

The wheelhouse is of marine plywood and has aluminium-framed windows, one of which is fitted with a Bosch 24V windscreen wiper.

Equipment in the wheelhouse includes Seascribe Mk. II echo sounder, Seavoice vhf radio telephone and Seavoy 36-mile radar, all from Electronics of North Shields provided the radio and radar.

The electrical installation was handled by Geoff Walker of Staithes and is based on a 24V system.

Fishing and navigation lights, and a twin-tube fluorescent floodlight, are carried on the wooden foremast.

Other equipment includes a Morse engine control and steering system, M.C. Duff cathodic protection anodes and a 80-gallon fuel oil tank.



Bramblewick — the 35ft. Yorkshire coble for Northern Ireland.

'FORESTER' IN LEAD AS HULL DROPS TO A DOZEN

HULL NOW has only 12 vessels taking part in the distant water shield contest for fish trawlers.

The part has a 26-strong fleet, but will over half of these ships are laid up and even some of the 12 taking part in the contest have been idle for long spells.

Newington's C. S. Forester, holder of the

trophy, continues her run in top place being 3,811 points above Marr's *Westella*.

Hamling's *St. Dominic* has now taken third place with *Arctic Covellier* down to fourth.

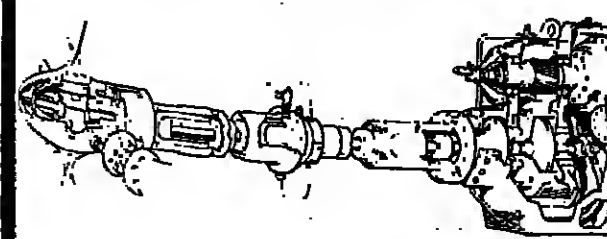
Placings are listed in the table below, with positions held in the previous table in brackets.

Position	Vessel	Kits	Points
1	C. S. Forester (Newington)	5,456	12,405
2	<i>Westella</i> (Marr)	3,412	8,583
3	<i>St. Dominic</i> (Hamling)	2,813	6,890
4	<i>Arctic Covellier</i> (Boyd)	2,286	5,549
5	<i>Somersea Mougham</i> (Newington)	2,292	5,518
6	<i>St. Giles</i> (Hamling)	1,772	4,578
7	<i>Arctic Vondol</i> (Boyd)	1,573	4,028
8	<i>St. Gerontius</i> (Hamling)	1,511	3,293
9	<i>Arctic Rebel</i> (Boyd)	1,137	3,289
10	<i>Ross Sirius</i> (BUT)	1,140	2,895
11	<i>Ross Orion</i> (BUT)	703	1,972
12	<i>Loch Erbol</i> (BUT)	554	1,381

A tidy sum! —

ULSTEIN (U.K.) LIMITED

Taxway
Hilland Industrial Estate
Dunfermline, FIFE KY11 5JT
Tel: Dalgety (0383) 823188



It all adds up to

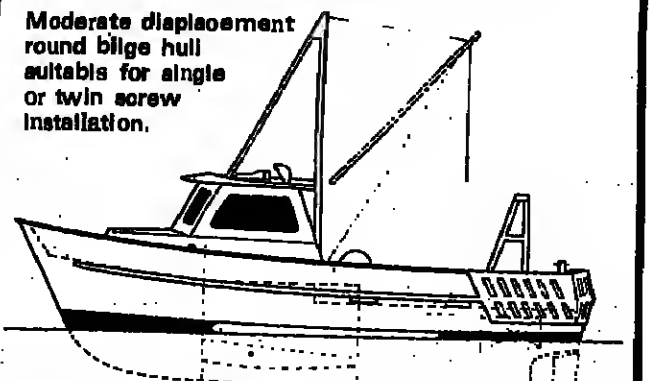
Sole UK Agents for Tenford and Spence

- GEARBOX/CP PROPS
- TRANSVERSE THRUSTERS
- PASSIVE TANK STABILISERS
- TENFJORD STEERING GEAR
- SPERRE AIR COMPRESSORS
- FACTORY TRAINED ENGINEERS
- 24-HOUR SERVICE
- U.K. MANUFACTURE

ULSTEIN

FREWARD MARINE

Freeward 35 hulls and superstructures are supplied for completion as fishing, angling or general purpose craft



LENGTH 35 feet
BEAM 13 feet
DRAFT 4 feet
SPEED 8 to 14 knots

Moderate displacement round bilge hull suitable for single or twin screw installation.

Internal framework Standard. Hull moulding weight approximately 4000lbs. Ultra volume hull. Wide after deck provides large operating platform.

Freeward 36 Mouldings are produced in the modern Lloyd's approved factory of Robert Jones Ltd.

TELEPHONE 0509 77185
TELEX 477284
GOSPORT STREET, LYMINGTON
HANTS. UN. 504 88E

A. W. BUTLER (W/Sale) Ltd.
BILLINGSGATE MARKET, LONDON EC1
IMPORTERS & EXPORTERS OF ALL TYPES OF FRESH OR FROZEN FISH & SHELLFISH
PROCESSORS & DISTRIBUTORS OF I.O.F. KING & QUEEN SCALLOPS
Live Eel Specialists
41 Parkstone Ave., Emerson Park, Hemsley, Essex
Telephone: Hemsley 4316/4318/72827

ALL SHELLFISH
Daily Consignments Required
R. BLOOMFIELD (Billingsgate) LTD.
127-128 BILLINGSGATE MARKET EC3
Daily Bale Accounts. Phone: 01-628 7320, 7749, 4830
LABELS SENT ON REQUEST

J. VICKERSTAFF & CO. LIMITED
Birmingham's LARGEST Wholesale Fish Merchants and Scottish Salmon Specialists
BIRMINGHAM NEW WHOLESALE FISH MARKET, 14, 27, 28, 29 FISH AND POULTRY MARKET, PERIMORE STREET, BIRMINGHAM B5 6UN
Telephone: (021) 622 1827, (021) 622 1828, (021) 622 1829, (021) 622 1830

HUMBER VESSELS DUE

ORIMSBY
Expected during the week from Faroe and Western Isles: *Aldershot*, *Crystal Palace*, *Boston Kestrel*, *London*, *Ross Cheatham*, *Ross Genet*, *Ross Civet*, *Ross Juno*, *Ross Kelly*, *Ross Kelvin*, *Ross*
HULL
Expected during the week from White Sea: *Somersea Mougham*.

PORT MARKETS

MONDAY, APRIL 10
ORIMSBY
A fair supply of 4,181 kits from 11 boats met a good demand. Prices: shell cod, £3.50/£3.80; codling, £2.70/£3.30; shell haddock, £4/£4.90; medium, £3/£3.50; small, £2.20/£3; large plaice, £3.70; medium, £3.20/£3.70; best small, £3.20/£3.50; skinned dogfish, £9; medium, £7; rockfish, £2/£2.40; reds, £1.70/£2.40; saiths, £1.80/£2.30; per stone.
HULL
1,306 kits from one distant water vessel. Price ranges per 10st kit, heads on: cod, £20/£23.25 (average £20.46); bulk, codling, £23/£24 (average £23.86); haddock, £25/£26.25 (average £25.64); dogfish, £18.50/£22.50 (average £20.50); whiting, £14/£21.25 (average £17.63); hake, £26.50/£28 (average £27.25); turbot, £88; lomon sole, £28/£34 (average £31); dogfish, £11; ling, £27.
FLEETWOOD
Prices: English shell cod, £29/£40; large plaice, £24/£36; large haddock, £14/£18; link, £17/£25; hake, £90/£110; cod, £20/£28; dogfish, £14/£24; monkfish, £14/£24; roker, £26/£42; whiting, £10/£18; gurnard, £11; per 10 st kit; turbot, £220/£223; brill, £70/£80; per stone.
MILFORD HAVEN
318 kits from two boats. Prices: turbot, £143/£150; slupe, £120; tongue, £78; large plaice, £24; medium, £23; small, £14/£16.

